

# MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXVII. No. 16  
WEEKLY.

BALTIMORE, MAY 17, 1895.

\$4.00 A YEAR.  
SINGLE COPIES, 10 CENTS.

## Manufacturers' Record.

PUBLISHED EVERY FRIDAY BY THE  
Manufacturers' Record Publishing Co.  
MANUFACTURERS' RECORD BUILDING,  
Lexington and North Streets,  
BALTIMORE.

RICHARD H. EDMONDS,  
Editor and General Manager.  
C. R. MARCHANT, Business Manager.

NEW ENGLAND OFFICE—John Hancock  
Building, 178 Devonshire St., Boston.  
S. I. CARPENTER, Manager.

SPECIAL TRAVELING REPRESENTATIVES:  
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BALTIMORE, MAY 17, 1895.

### Increasing Prosperity.

Throughout the entire country there are evidences of a very decided revival in business interests. A careful study of the situation would seem to indicate that this improvement is not merely a temporary one for the better, but that it is the beginning of a long period of prosperity. Reports from manufacturing establishments show an increasing demand for nearly all lines of goods, a tendency to higher prices, and more satisfactory than all else, a very decided increase in the wages of thousands of operatives. In agricultural products and in the stock market, as well as in manufactured goods, there has been a very considerable advance in prices, adding to the wealth of the country during the last month or six weeks some hundreds of millions of dollars. A comparison of present prices of leading stocks upon the New York market with prices a few months ago shows an increase in their aggregate value of over \$300,000,000, while the increase in the value of agricultural products, the increase in the price of iron and other commodities would add very materially to this sum. With this general improvement there naturally comes a more hopeful feeling everywhere, and unless some unforeseen conditions bring about a reaction, we may look for a long, steady, upward movement of business, and possibly for a continual rise beyond the present values of agricultural and manufactured products as well as of securities.

In the South especially the outlook is cheering. From all parts of this section reports indicate a more hopeful feeling in business than has been seen for several years. There is a steady inflow of outside money, a large increase in the southward movement of population, while local capital is being actively turned to the utilization of the South's many resources. The South, at least, is on the up grade, and from now on we may expect a degree of prosperity which that section has never enjoyed, at least since 1860.

### Southern vs. New England Mill Operatives.

New England papers and many New England people have always taken the ground that the South could not compete with their section in the manufacture of fine goods because of its labor. Their one great hobby has been the superiority of New England mill help to Southern help. It is quite amusing in view of these facts to see the revelation which comes to our New England friends when they go South and investigate Southern cotton mills for themselves. The writer recently had the pleasure of visiting a large number of Southern mills in company with half a dozen of the most prominent mill-owners of New England. The one subject of greatest interest to them—greater than nearness to the cotton-fields, greater than cheap coal, excellent water-powers or freedom from taxes—was the superior character, the quickness and the inherent adaptability to cotton manufacturing displayed by the cotton-mill people. These New England investigators freely admitted the superior character of Southern mill help. They admitted that it was superior to anything now found in the mills of New England, stating that fifty years ago, when New England had the native American girls as mill operatives, their help was of the same character that the South now has. Now, however, the South has the native American, but New England has mainly the foreign element in its mills. "To say that New England cotton-mill help is superior to the South's is simply saying that the lower classes of foreigners are superior to the native Anglo-Saxon American"—is about the way it was expressed.

This revelation in regard to the excellence and the abundant supply of mill help is having great influence in turning the attention of New England people to the South. At last, even some of the New England papers are beginning to admit it. The Boston Commercial Bulletin, one of the most conservative textile papers of that section, in its editorial discussing labor in Southern cotton mills, says:

In an inspection of Southern cotton mills nothing strikes the Northern manufacturer more forcibly than the character of the help in the Piedmont region. The observer is attracted by the size, clear complexion and general appearance of the operatives, which is in marked contrast to that of the heterogeneous foreign horde which fills the spinning and weaving rooms of the Northern mill.

The race is of native American stock, hardly from generations of hill and mountain life. They are of the small farmer or crofter class, and, though sadly deficient in the science of letters, they are naturally intelligent and quickly respond to instruction. They bring down the spirit of independence from the hills, and require to be treated with less brusqueness than is commonly employed by our overseers. They are interested in their work, and suggestions are met with a willing compliance in contrast with the surly acquiescence of the help with which we are familiar. . . . The labor agitator is distinctly frowned upon, and the independent character of

the help is not favorable to the trade-union idea. Then the sentiment of the citizens is so pronounced for the development of manufacturing industries that no legislation that will hamper the movement will be favored.

When once the statements made by the Commercial Bulletin, which are known to every Southern man, are fully appreciated and accepted by the manufacturers of New England, the tendency of cotton-mill business to this section will receive a great impetus.

### The Value of Cleanliness to Southern Cities.

That beautiful and thriving Southern city, Houston, is expecting to entertain several thousand visitors, and intends to do it in a manner befitting its justly-acquired reputation for generous hospitality. The people of Houston are enterprising, prosperous, liberal. Refinement and culture are among their marked characteristics. Their churches, schools, banks, public buildings and private residences are quite up to date. Their merchants carry large stocks, and do a thriving business. In fact, Houston is a credit to the State in which it is located, and to the people who reside there. It is a typical Southern city. But Houston, like many another Southern city, is negligent in one respect. One of its wide-awake daily papers calls attention to this in the following pertinent paragraphs:

If there has ever been an occasion in the history of the city for the manifestation of public spirit and local pride, the present is that occasion. There is but one way to accomplish the desired result. Every citizen of Houston must constitute himself or herself a committee of one to see that his or her premises are absolutely clean and free from criticism. A day's work with a rake and a match and a little ditching will do the work. Then the city or the citizens by public subscription should have carts and scrapers and ditchers steadily in use for a few days on all the streets of the city at least within reach of the car lines to remove every vestige of trash and stagnant water and cut down the weeds.

This is a matter of direct importance to this city, and it will be worth thousands of dollars to us. Selfish interest alone should dictate such work if there is not sufficient public pride to accomplish it. The time is short, too, in which it must be done. Let the older and best known citizens take the initiative and others will quickly follow. There is today but one possible drawback to the deep and favorable impression Houston can and will make upon its visitors—the ugly condition of our streets and sidewalks.

This is excellent advice. Quite a number of thousand visitors, seeing that the ditches of the streets of Houston are kept clean and free from weeds and trash, and that the lawns and grounds everywhere are "spick and span," will say when they go back to their home, "Houston is one of the cleanest and nicest places in the country. It's a model town. We must brush up and make ours like it." And so Houston will have set a good example to scores of communities, and have taught them what an immense difference there is between a thoroughly well-kept and a carefully-kept city.

But why should not Houston and every other city be kept in good condi-

tion all the time to make a pleasant impression on strangers? Every day people from other sections are going into the South hunting for pleasant and inviting surroundings, for places in which to make their homes. The first impression is, as a rule, the abiding one. If it is worth while to put a city in neat trim for expected visitors, it is worth far more to keep it in that condition all the time. It pays in the comfort and satisfaction its own citizens derive from it. It pays in the pleasant impression it at once makes on the chance visitor. It pays in every way, and all the time. The MANUFACTURERS' RECORD suggests that every Southern town will find it both pleasant and profitable to make clean and keep clean.

### Growth of Manufacturing in Dallas.

At the annual meeting of the Commercial Club of Dallas, Texas, Mr. G. R. Holloway, chairman of the committee on manufactures, made the following significant report:

Since our last annual meeting we have replied to over 200 inquiries about locating factories. Some have already located here; others are still in communication and expect to locate here. The manufacturing industry of Dallas has increased fully 25 per cent. in the last year. Twenty factories in Dallas have increased their capacity fully 25 per cent. Taking everything into consideration, the advantages we have been working under and the almost unprecedented state of the money market, Dallas has prospered beyond the expectations of the most sanguine. Now that prosperity is returning to us, we expect to see the manufacturing industry of Dallas increase this coming year fully 100 per cent. The people here are ready and willing to put money into factories after they have demonstrated the fact that they can be run successfully. We do not know of a factory in Dallas but what is paying a good dividend, and with the bright prospects before us, more flattering than for years, we see no reason why Dallas should not prosper more than ever before. We think if the manufacturers would use a little more printers' ink and let the people know what is being manufactured here they would undoubtedly increase their business, as half of the people of Texas do not realize the amount and variety of goods now being produced here.

### Opportunity for a Large Trade.

When the war between China and Japan was begun the MANUFACTURERS' RECORD stated that whatever might be the result as to the war itself, the outcome to the world would be the opening up of the East to advanced civilization, thus creating a wide market for American manufactured products. It was stated at the time that this war was but another emphasis upon the importance of the Nicaraguan Canal. All that was ever claimed is being more than fulfilled. The treaty of peace, which has just been effected between Japan and China, requires that the latter country shall hereafter be open to the introduction of all forms of modern machinery free of duty. This presents to American manufacturers an opportunity for the introduction of machinery, electric-light plants, telephones, printing presses, modern tools included under the head



of general machinery, and mechanical devices, agricultural implements, etc. The Eastern world, with its 800,000,000 inhabitants, thus brought to the front, presents to American energy and capital an opportunity that should be promptly utilized. While the MANUFACTURERS' RECORD believes that the South is the best field in the world for the investment of capital and the development of manufactures, it believes that the manufacturers of the South, as well as those of other sections, should seek to broaden their market to the utmost and make the world tributary to them. If the business men of this country takes the lead in advancing the civilization of the East, they will secure a hold upon the business interests of China and Japan which nothing can ever take from them.

### Obliterating Sectional Lines.

The Chicago Inter-Ocean, referring to the editorial in the last issue of the MANUFACTURERS' RECORD in regard to the changing conditions before us, says:

A large part and the abler part of the Southern press has at length apprehended the great truth that the Inter-Ocean has for years repeated to it in the utmost kindness of spirit. The truth is that no advantage of climate, of coal, of mineral resources, of cheap labor, or all these put together, will suffice to attract capital and skill. Perfect freedom of thought, perfect freedom of expression of thought, both by speech and by vote, must precede commercial development. \* \* \* There is a just pride, honorable ancestry, in which we of the North are not deficient, but there is a ridiculous fostering of a lazy, bigoted and superficially cultured class of descendants of mis-called first families that has been one of the curses of the South. It is well to be able to boast of forebears that have done the world some service, but it is better to be one that is doing it good service. This the South is but beginning to learn. The MANUFACTURERS' RECORD, which has done more than any single publication towards advertising the marvelous resources of the South, has been somewhat timid in enunciation of the vital truth of need of change in Southern modes of thought. The following from it, as we take it, is a feeble hint rather than a bold declaration:

"The tendency of the world's business is southward. Capital and population will move this way, and with the incoming thousands whose faces are already turned to this land of promise will come many changes and many new conditions. Out of all this, if the people of the South are wise, will come even a better and a broader civilization than we have had—better because it will include all classes, and not simply the favored few."

This is the first need of the South—"to get into accord with the overwhelming majority of their fellow countrymen." What the MANUFACTURERS' RECORD calls "the favored few" must be made to yield place to "the overwhelming majority of their fellow-country men" before the new South dawns in its fullness. We believe that the day of its dawning is at hand, and we rejoice in it. Chicago, New York, Pittsburg, Lowell and Boston will not be less, but more prosperous, than when Charleston, New Orleans and Mobile are doing thrice the business that they now transact.

While the MANUFACTURERS' RECORD appreciates the compliment of the Inter-Ocean in regard to its work in making known the resources of the South, we are rather surprised that it should refer to the editorial views of this paper as a "feeble hint rather than a bold declaration." The MANUFACTURERS' RECORD, standing as a distinctively Southern paper, has for years persistently advocated the broadest spirit of Americanism. It has never failed to denounce everything that would narrow the views of Southern people in looking upon business questions. The MANUFACTURERS' RECORD believes that the best interest of the South is in the broadest possible spirit of fraternity between the best business elements of that section and of all other sections. It believes, as it has believed since the year when it first started, that the time has passed for sectional issues; and had it

not been for such papers as the Inter-Ocean and many of its class, which have never failed to bitterly denounce the South itself and persistently misrepresent its people, sectional lines would long since have been obliterated.

NEARLY \$900,000 is now in sight for the Baltimore Southern Exposition of 1897. The city council has voted \$500,000, subject to confirmation by popular vote, which will unquestionably be favorable, and about \$400,000 has been secured in individual subscriptions throughout the city. As soon as this latter amount is made up to \$500,000, payments will be called for and active work pushed.

### Secretary Herbert's Indorsement.

Hon. H. A. Herbert, Secretary of the Navy, in a letter to the editor of the MANUFACTURERS' RECORD says:

"The South has a great future before it, and its many advantages need only to be properly brought to the attention of the people to hasten the development of this wonderfully blessed section of our country. The exposition in Baltimore will probably be attended by thousands of visitors from the North and West, to whom the unbounded resources of the South, if properly displayed, will be a revelation, and the result cannot be otherwise than to attract hundreds of settlers from the colder climes to this sunny portion of our country."

"The South possesses a number of advantages over the West and North. The climate is such as to render outdoor work possible all the year, the soil is capable of a high state of cultivation, and a larger number and greater variety of crops can be grown than anywhere else in the United States, land is remarkably cheap, the timber and mineral wealth enormous, and I believe there are combined in the South more of the elements contributing to a high condition of development, and the easy and pleasant acquirement of the means of existence, than is to be found elsewhere in the world."

"Baltimore has my best wishes for the success of her exposition, and I hope the Southern States will take advantage of the opportunity to make such a display of their resources as will show to the thousands who will visit Baltimore in 1897 the material attractions which the South offers for home-making."

### A Beet Sugar Refinery.

Mr. M. H. Crump, secretary of the Commercial Club of Bowling Green, Ky., writes the MANUFACTURERS' RECORD as follows:

"Arrangements are being perfected to organize the Kentucky Beet Sugar Co. at this place with a capital of \$1,000,000. Articles of incorporation are being prepared and stock is being subscribed. Representatives of German capitalists are here. A site for a factory has been satisfactorily arranged for, together with fifty acres of land for the production of beet seed, which will be cultivated this year. The cost of the entire plant will be \$750,000, and it will have a capacity of 500 tons of beets in twenty-four hours and produce fifty tons of granulated sugar. One of the Germans present has been the manager for years of a large sugar industry requiring beets from 13,000 acres, with four large sugar factories. The farmers, manufacturers and all of the enterprising people of this locality are greatly interested in this undertaking. This German expert has spent eight months in Kentucky, had the soils analyzed, and raised beets last year which were shown to contain more sugar than German beets."

### In Memoriam.

In the year 1866 a young man went to Atlanta, Ga., from Chicago. He was then about thirty years old, but in business experience and in the genius to conceive and the ability to perform he was a veteran of three score. His name was Hannibal I. Kimball. He was a native of Maine, and the fifth of a family of six sons. His father was a carriage-maker and had brought up his boys to that trade. Hannibal, at nineteen, went to New Haven, Conn., then, as now, a great centre for that industry. He called at the office of one of the largest establishments, and showing its proprietor some remarkably fine specimens of carved carriage parts, asked for employment in that branch of the business. The gentleman said to him, a man who can do such work has no business to work for wages. Get a room and go to work on your own account, and I and every carriage-maker in town will buy your stuff. In two days the new shop was established. In less than a month there were several apprentices. In a year it was a busy hive of wood-carvers, every one of whom had been taught by its proprietor. Then Mr. George Cook, senior partner of a large carriage-making establishment, made overtures to him to enter their concern, which were accepted. In a year or two he was the junior partner of the house. The Crystal Palace Exhibition was held in New York, and Mr. Kimball took to it a fine display of the firm's work, sold every vehicle and booked many orders. Nothing equalling his extraordinary success had ever occurred in the trade. Mr. Kimball acquired a prestige which he employed to good purpose. He induced all the carriage manufacturers of his city to unite in a species of trade guild by which each was to help all to dispose of their vehicles. Then he had engravings made of vehicles of every class that were manufactured in that city and published them in a neat little volume, which contained also a brief history of New Haven and a statement of its business advantage, of Yale College and other educational institutions, and of the manifold attractions of the place for visitors or for a permanent residence. These volumes were sent to all parts of the United States, and to the large hotels and great business houses of every city of the civilized world. The result was a great increase not only in the trade of the carriage industry of that city, but of nearly every line of manufactures as well. Shortly after this bold and original venture, and before the full benefit of it was realized, the civil war began, and for the time being all business was upset. The firm of which Mr. Kimball was a member had due it from all parts of the South several times as much money as it had capital, and being cut off from making collections, it, like many another Northern house, went into bankruptcy.

At about this time the Pike's Peak gold discoveries created a great excitement all through the North and West. Mr. Kimball was one of the first to go to Colorado from the East and make a thorough investigation of the prospects for enterprise. Satisfying himself that the mineral wealth of Colorado far exceeded the expectations of the most sanguine of the miners and speculators, he deliberately determined to become a developer. He organized his business on a large scale, surrounded himself with young men of great dash and enterprise and transacted an immense business in buying and selling mining properties. In the course of a few years he accumulated a large fortune. When Colorado had passed through the pioneer period and settled down into the steady process of commonwealth development, Mr. Kimball closed his business there and went to Chicago. There he was associated with George M. Pullman in the work of popu-

larizing the sleeping-car system and inducing railroads to adopt it. When the war ended he undertook to organize the service from Cairo, Ill., through the States east of the Mississippi to the gulf. He was ahead of the times. The railroad systems of those States were badly demoralized. Southerners were poor and could not afford to travel, and when they were compelled to, they could not afford to pay the high rates of the Pullman. But nothing daunted, for Mr. Kimball always banked largely on the future of the country, and had a faith that now seems prophetic in the grand development that would come to the South. He pursued his investigations, and finally decided that the situation of Atlanta was such that it would be the great interior city of that section, and one of the most important centres of trade and interstate commerce in the United States. He determined to locate there and make it his headquarters for conducting the great plans he had conceived. The rest is history. In the appreciative editorial of the Atlanta Constitution the day following Mr. Kimball's death it was justly said:

"He was among the first to perceive and appreciate the fact that Atlanta, by reason of its situation, climate and resources, had a great future before it. Instead of comfortably devoting himself to predictions as to what might be done to forward the fortunes of the town at some future day, he took time by the forelock and proceeded to organize and put in operation various plans calculated to add to the importance of Atlanta. Some of these plans were on a colossal scale, and it is no discredit to Mr. Kimball that some of them failed. His motto was 'nothing risk, nothing have,' and he risked a good deal for Atlanta. He was in business what Forrest was in war—always ready to 'give a dare.'"

"Some of his plans miscarried, and others fell short of his aims, but they were brilliant even though they failed, and he so contrived that no failure of his ever retarded the growth or affected the prosperity of Atlanta. So that even where execution fell short of conception the peculiar merit of the failure was that it constituted no obstacle to the upbuilding of Atlanta. A wise general may lose a battle and yet not suffer the demoralization of defeat. It was so with Mr. Kimball, whose business plans and schemes bore a striking resemblance to the movements of some restless and daring soldier. His failures, however, were so overshadowed by his long career of wonderful successes that they will be lost sight of in the admiration which his wonderful achievements as a developer won for him."

"Looking back upon his business career in this city, it is easy to see how remarkable his foresight was. The things that his prevision made clear to him alone have now become clear to all."

In no one act of Mr. Kimball was this foresight more brilliantly illustrated than in his broad plans for the Atlanta Cotton Exposition of 1881. Of this, Hon. S. M. Inman said to the Constitution: "It was a one-man exposition, and that man was H. I. Kimball. He was two months ahead of the board of directors at times, and it may be said with truth that he was frequently several years ahead of the people among whom he lived in his ideas of great enterprises."

"The germ of the exposition was the speech of Edward Atkinson, who suggested a cotton exposition. It was to be an exposition for the specific purpose of developing more economical methods of preparing cotton for the market, and for exhibiting all the implements used in the cultivation, and showing cotton in various stages, from the planting to the textile manipulation."

"But Kimball did not stop at this. Under his advice and his work the scope



of the exposition was broadened day by day, and new thought was injected into it. I truly believe that the cotton exposition was the beginning—almost the instigation—of the awakening era of the South. It was shortly after the exposition that the proverbial 'hum of the wheels of industry and commerce' began."

What Mr. Inman said was strictly true from his standpoint, but we have been furnished with some facts that show that the whole scope of that great enterprise was matured in Mr. Kimball's mind when he accepted the appointment of director general. A day or two after doing so he wrote to one of his old friends in New England, whose co-operation he desired, and unfolded to him his grand scheme. He said in substance that he had taken hold of the enterprise because it could be gradually worked up into an exposition of the South's immense natural resources. "These," said he, "are great—almost beyond human conception. If I were to tell half of what I believe, people would say I was crazy. I dare not tell my associates what I have in mind, for it would frighten them off the enterprise. I must proceed cautiously, tentatively feeling my way step by step, and I shall succeed. Our directors are bright, brainy men, but they know nothing but cotton. I shall show the world the South's iron and coal and lumber; its granites, marbles and clays; the wonderful variety of crops it can produce, and prove to all mankind that no part of the world has such stores of natural wealth." And what Mr. Kimball promised he performed.

There is a lesson in the life of this remarkable man of great value to the South. The plan he originated at New Haven was based on the principle that whatever he could do to promote the prosperity of that city, and of his many competitors in the same business, would inure to the advantage of his firm. He took the broad view that the whole world furnished markets for whatever the United States produced, and if the world had the necessary information it would send its buyers here.

When he planned in his own mind the Atlanta exposition of 1881 he worked on the same principle. Let the world know what the South has, and the world will want it. Whatever benefits any one section of the South will benefit Atlanta also, so this exposition shall be for the entire South. Time has overwhelmingly demonstrated that the principle was sound. Atlanta's prosperity has kept abreast with that of the South, and scores of Southern cities are flourishing because of the broad principle upon which H. I. Kimball worked.

The South glorifies the memories of her departed statesmen, warriors and divines. She can well afford to honor the memory of this man, whose devotion to her service was none the less because he strove to win for her the victories of peace.

#### Maryland Steel Plant Sold.

E. B. Myers, chairman of the reorganization committee of creditors of the Pennsylvania Steel Co., which controls the Maryland Steel Co. as well, has purchased the property of both companies at foreclosure sale for the amount of the bond issue—\$3,000,000. The companies are to be reorganized on the following basis: All claims of less than \$1000 are to be paid in cash, and the others, which amount to nearly \$6,000,000, in the proportion of 40 per cent. in cash and 60 per cent. in bonds. Subscriptions to \$1,500,000 new preferred stock have been secured.

#### To Cultivate Rice.

A report from Charleston, S. C., is to the effect that Mr. Alexander Chisolm, of the banking firm of Chisolm & Co., New York, has formed a syndicate to purchase 13,000 acres at the mouth of the Santee river on which to cultivate rice.

#### Product and Distribution of Coal.

It has been said that the production and consumption of coal are the measure of a nation's civilization. It is certainly true that they are the measure of the industrial advancement, which brings with it progress and prosperity in all other lines. The statistics of the coal trade are, therefore, of universal interest. From the annual publication known as "Coal Statistics" for 1895 the MANUFACTURERS' RECORD has compiled the following tables showing the production of coal in the United States by States and Territories, also the production of coke, and other facts of interest bearing on this important industry.

The total production of coal for the last three years in tons of 2000 pounds was as follows:

State.	1892.	1893.	1894.
Alabama.....	5,529,312	5,170,042	4,381,295
Arkansas.....	515,558	730,479	786,258
California.....	85,178	72,603	70,569
Colorado.....	3,510,830	3,948,306	3,021,028
Georgia.....	215,498	372,740	355,141
Illinois.....	17,862,276	19,949,564	18,752,590
Indiana.....	3,345,174	3,791,851	3,149,618
Indian Territory.....	1,192,721	1,252,110	1,082,273
Iowa.....	3,918,491	4,254,872	3,777,017
Kansas.....	3,907,476	2,881,930	2,795,472
Kentucky.....	3,025,313	3,302,251	2,976,846
Maryland.....	3,419,962	3,727,079	3,474,220
Michigan.....	77,990	45,979	43,780
Missouri.....	2,733,949	3,190,442	2,383,222
Montana.....	504,648	892,309	920,606
Nebraska.....	1,500		
New Mexico.....	661,330	665,694	615,454
North Carolina.....	6,679	17,000	12,500
North Dakota.....	40,725	49,630	50,000
Ohio.....	13,564,927	14,828,097	12,975,585
Oregon.....	34,661	41,683	42,512
*Pennsylvania—			
Anthracite.....	52,472,504	53,967,543	51,828,405
Bituminous.....	46,694,576	44,070,724	39,748,909
Tennessee.....	2,092,064	1,902,258	2,479,187
Texas.....	245,690	302,206	384,645
Utah.....	361,013	413,205	452,343
Virginia.....	675,205	520,339	1,037,092
Washington.....	1,213,127	1,353,912	1,319,772
West Virginia.....	9,738,755	11,021,302	10,860,335
Wyoming.....	2,503,839	2,439,311	2,224,920
Total.....	179,329,071	185,831,861	172,068,575

\* These figures and all others in the table include amount consumed at mines and sold to employees and local trade.

The general industrial depression is illustrated in the decline in coal production from 185,800,000 tons in 1893 to 172,000,000 tons in 1894.

The production of coke by States, as reported by the same authority, was as follows:

State.	1892.	1893.	1894.
Alabama.....	1,631,246	1,664,852	924,002
Colorado.....	253,097	314,329	283,945
Georgia.....	98,269	106,702	102,684
Illinois.....	2,790	2,000	2,500
Indiana.....	3,250	4,300	4,250
Indian Territory.....	4,000	13,850	6,900
Kentucky.....	36,860	46,148	27,715
Kansas.....	20,750	32,862	34,800
New Mexico.....	1,000	8,420	7,640
Ohio.....	22,812	13,860	18,486
Pennsylvania.....	7,891,631	5,549,297	5,561,476
Tennessee.....	314,800	226,960	328,843
Utah.....	11,860	28,500	31,900
Virginia.....	69,600	46,200	58,400
Washington.....	7,160	6,780	9,781
West Virginia.....	1,313,139	1,090,909	1,132,815
Wyoming.....	1,000	4,200	4,000
Total.....	11,686,404	8,599,189	8,540,227

The following table gives the total coal production and number of men employed and the average price received at the mine by States and Territories for 1894:

State.	Total product.	Men employed.	Average price.
Alabama.....	4,381,295	10,380	\$ 99
Arkansas.....	786,258	1,897	1 34
California.....	70,569	163	2 26
Colorado.....	3,021,028	6,890	1 22
Georgia.....	355,141	723	98
Illinois.....	18,752,590	35,450	80
Indiana.....	3,149,618	7,781	1 09
Indian Territory.....	1,082,273	3,150	1 70
Iowa.....	3,777,017	8,640	1 30
Kansas.....	2,795,472	9,391	1 39
Kentucky.....	2,976,846	6,987	86
Maryland.....	3,474,220	4,147	87
Michigan.....	43,780	223	1 73
Missouri.....	2,383,312	7,644	1 26
Montana.....	926,606	1,780	2 00
New Mexico.....	615,454	1,089	1 46
North Carolina.....	12,500	75	1 50
North Dakota.....	50,000	88	1 11
Ohio.....	12,975,585	22,385	90
Oregon.....	42,512	190	3 54
Pennsylvania.....			
Anthracite.....	51,828,405	131,603	1 65
Bituminous.....	41,867,188	72,325	76
Tennessee.....	2,479,187	5,381	1 64
Texas.....	384,645	996	2 25
Utah.....	452,343	625	1 48
Virginia.....	1,037,092	1,148	84
Washington.....	1,319,772	3,369	2 28
West Virginia.....	10,860,335	15,914	76
Wyoming.....	2,224,920	3,852	1 33
Total.....	174,126,854	354,236	\$1 14

Comparing the coal production of the leading countries of the world in tons of 2000 pounds, taking the figures for 1893 in most cases and of 1892 in other cases (as they are the latest available statistics), we have the following:

Year.	Country.	Product.
1893.....	Great Britain.....	184,044,890
1893.....	United States.....	185,352,774
1892.....	Germany.....	103,851,090
1892.....	France.....	28,822,608
1892.....	Belgium.....	21,590,448
1892.....	Austria-Hungary.....	28,037,078
1892.....	Russia.....	7,621,969
1893.....	Spain.....	1,688,820
1892.....	Italy.....	325,340
1892.....	Sweden.....	421,185
1893.....	Nova Scotia.....	2,494,034
1893.....	British Columbia.....	1,225,136
1893.....	Japan.....	3,400,000
1893.....	Australia.....	2,640,000
Total.....		571,516,912

#### INDUSTRIAL NEWS FROM MEXICO.

##### New Railroads, New Mines and New Factories.

[Special Cor. MANUFACTURERS' RECORD.]

MONTEREY, N. L., MEXICO, April 30.

The Monterey & Mineral Belt Railway, which connects the Monterey smelters with the San Pedro and the San Pablo mines in the mountains south of the city, will be finished this week and be thrown open for traffic on the 1st of May. The road is narrow gauge, and is about twenty-five kilometers long. The officers of the road are William Johnston, Liverpool, England, president; C. K. Lord, Baltimore, Md., vice-president; John Gill, Baltimore, Md., secretary and treasurer, and W. H. Wentworth, chief engineer; Mr. C. J. Wiggins, superintendent, and Mr. Joseph A. Robertson, general manager, all of Monterey, and Capt. David Shaw, late of the Mexican Central Railway, contractor and builder. All the material, such as plows, scrapers, picks, shovels, wheelbarrows, drills, explosives, bridge timber, engines, cars and trucks, were imported from the United States.

This road taps one of the richest mining districts in the state. The quantity of ore in sight is said to be inexhaustible. It is what is known as low-grade ore, and it costs but very little to get it out.

The promoters and builders of the Monterey & Mineral Belt Railway have secured franchises and concessions from the states of Nuevo Leon and Tamaulipas to build branch roads from the Monterey & Mexican Gulf Railway to the mining districts of San Jose, San Nicolas, San Carlos, and to Soto La Marina, on the Gulf of Mexico. Nearly all the material for the construction and operation of these roads will have to be imported from the United States or Europe.

In my letter of March 20 I stated that Mr. William Purcell, of Saltillo, state of Coahuila, had informed me that he was making a survey for a railroad from Saltillo to Concepcion del Oro, in the state of Zacatecas. On the 1st of April he received a concession from Governor Miguel Cardenas, of Coahuila, and a bonus of \$300,000 and the right of way through the state to build a railroad from Saltillo to Jaral, on the Mexican International Railway, a distance of about seventy miles, and a branch road from some point between Saltillo and Jaral to the Concepcion del Oro mines, distant about 105 miles.

The conditions of the concession are that he has to commence work inside of eight months, and complete the roads inside of two years and eight months. The day that he breaks ground he is to receive \$160,000, another \$160,000 when half the work is completed, and the balance when the roads are completed.

All the material for the construction and operating of this road will have to be purchased in the United States and Europe. I would suggest to the Southern manufacturers that they put themselves in communication with Mr. William Purcell, the

promoter and president, with a view to furnishing him the material.

There have been a number of miners in the city the past week, and, as a rule, when miners meet they "talk ore." Col. B. F. Larue, of Villaladama, who is developing the "Montana" mines, and who is building a railroad from the Alamo, on the Mexican National Railway, to the foot of the mountain, spent two days in the city laying in supplies. He informed your correspondent that he had 100 men building bridges, and that as soon as they were finished the track would be laid up to the foot of the mountain, and that he would be able to ship 100 tons of silver-lead ore per day to the Monterey smelters.

Senor Clemente Cabello, of Saltillo, state of Coahuila, is erecting a flour mill in the vicinity of that city. Mr. Charles Carroll, architect of this city, has drawn the plans, and Mr. Thomas Cade, a practical miller, has the contract for the erection of it, and will superintend the manufacture of the flour. The capacity of the plant will be 144 barrels per day. The machinery will be of the latest and best that is now manufactured in the United States. Senor Cabello is also erecting a cotton mill alongside of the flour mill. The foundations for both are already laid.

The demand for American lumber is assuming vast importance. There is not a day but what thousands of feet come to this city. This week Senor Fernando Martinez is receiving 200 carloads of lumber (4,000,000 feet) through the M. T. Jones Company, of Houston, Texas, from its mills at Orange, Texas. This lumber is being hauled here by the Mexican National Railway via Laredo. All the lumber that is imported to this section comes from the States of Texas, Louisiana, Alabama and Mississippi.

Your correspondent has been reliably informed that the Mexican National Railroad Co. will move its machine shops from Laredo, Texas, to this city. It has already secured the ground. The plant cost \$500,000 seven years ago. Its removal and rebuilding in this city will cost fully that much more.

#### Iron Production of Leading Countries.

The consumption and production of iron furnishes one of the leading indications of business activity. Within certain limits, too, the same item of information affords an idea of a nation's industrial advance and progress; hence, it is always interesting to compare the leading countries in that particular one with another. Within the last few years a further circumstance has served to heighten interests in the results, namely, the fact that, owing to the great expansion in the make of iron in this country, the annual product of the United States has several times been larger than that of Great Britain, thus raising this country to first place among the leading iron-producing countries of the world. Hence the question is a pertinent one how far the United States has had to yield up this advanced position in the period of depression through which we have passed.

Of course the statistics for this country for the late calendar year have been known for some time and were reviewed in the Chronicle of January 26, page 151, but the statement of production for Great Britain, as prepared by the British Iron Trade Association, came to hand only last week. The comparison between the two countries shows just what it was expected to show—that is, that in 1894 the United Kingdom in its output of pig metal again forged ahead of the United States. The reasons for the change are well known to our readers. In the United States we have gone through a period of extraordinary depression in trade and business, nearly every leading condition having been unfavorable during the first seven or eight months of 1894. As a result of



this situation our output of iron was further reduced in that year, after a very heavy reduction in 1893. As shown in the article already referred to, our make of iron in 1894 was only 6,657,388 tons, against 7,124,502 tons in 1893 and 9,157,000 tons in 1892. In Great Britain, on the other hand, business conditions during 1894 improved; the foreign demand for iron and steel and their products continued poor, but the home demand changed for the better. Hence it is not surprising to find that the figures now published show a product for 1894 of 7,364,745 tons, against 6,829,841 tons for 1893 and 6,616,890 tons for 1892.

In brief, then, Great Britain produced 7,364,745 tons of iron, while the product of the United States was only 6,657,388 tons, showing an excess in favor of the former of nearly 750,000 tons. It by no means follows that the United States has been permanently relegated to second place. The probabilities rather point the other way. Great Britain is largely dependent upon the foreign demand for her iron and steel, and it seems likely that this foreign demand will increase the present year, as the business outlook has so materially improved in various parts of the world. The home trade in the United Kingdom may likewise be expected to increase. But in this country also the output will increase; in fact, according to present indications, it will very decidedly increase. Business is reviving all over the country, and the weekly production now is on a very large scale. The output for 1894 was 2,500,000 tons less than it had been two years before, in 1892, showing at once the extent of the depression and the margin which exists for a recovery. It is to be remembered, too, that the total for 1894 was so low, mainly by reason of the very small output in the first six months, when the product reached only 2,717,983 tons—in part because of the strike of the bituminous coal miners, which lasted from April 21 to June 18. In the last six months the product was 3,939,405 tons. On the latter basis (even with no further increase consequent upon business revival) the output for twelve months would be 7,878,810 tons, which is 500,000 tons in excess of Great Britain's output for the late year. Another fact to the advantage of this country deserves to be noted. In the United States stocks of iron decreased during the twelve months about 46,000 tons, falling from 707,318 tons to 661,328 tons; in the United Kingdom, on the other hand, stocks increased about 175,000 tons, rising from 868,730 tons to 1,043,178 tons.

In addition to the figures of production of the United States and Great Britain, we are also able to report the output of Germany and France, thus giving the results for the four leading producing countries. There is little to say regarding the course of production in France, since the fluctuations in the same have been comparatively slight and unimportant. But in the case of Germany we have a record of quite marvelous growth. That country keeps adding to its product every year, and in 1894 turned out over 5,500,000 tons of pig metal—5,559,322. This compares with 4,986,003 tons in 1893, 4,937,461 tons in 1892, 4,641,217 and 4,658,451 tons, respectively, in 1891 and 1890, 3,687,433 and 3,600,612 tons, respectively, in 1885 and 1884, and with only 2,729,038 tons in 1880, the increase since the latter year having continued almost without interruption.

This advance by Germany has attracted a great deal of attention, especially as it has been coincident with the decline in Great Britain. We have already given the reasons for the latter country's recession. As bearing upon Germany's progress, the London Times last autumn had an article in which the subject was quite fully discussed. The Times found that until a

comparatively recent date the German iron and steel manufacturers were behind those of England and the United States in the economy of their methods and appliances, so that their cheaper labor did not count for so much as it otherwise would have done. But now Germany has come almost abreast of the English conditions of work, and in some particulars is probably ahead. In confirmation of this statement the Times points out that in 1881 the average output of pig iron per furnace in Germany was only 11,609 tons, but that in 1892 the average had risen to 21,000 tons. Again, in 1881 it says the average make of pig iron per workman employed at the blast furnaces was but 136 tons, whereas in 1892 the average was not less than 203 tons.

A report made by Mr. Frank H. Mason, the consul-general of the United States at Frankfurt, in June, 1893, also throws a great deal of light on the subject. Mr. Mason ascribes the growing importance of Germany in the manufacture of iron and steel to two fundamental facts—(1) the introduction of the basic process in the manufacture of steel, which enables the iron and steel makers of Westphalia, Silesia and the Saarbruck district to use their cheap and abundant native ores, and (2) the unrivalled chemical skill of the Germans, whereby they have succeeded in saving the by-products of coke manufacture, thus deriving a revenue from processes which in other countries entail a waste of material and financial loss. These by-products are ammonia, tar and tar oils, with their valuable elements, benzole, anthracene, etc. Mr. Mason notes still another way in which the Germans secure an important advantage, especially as respects their American competitors, namely, in economizing the waste and coarser forms of fuel. In the United States millions of tons of coal dust are thrown away as useless. In Germany, France and Belgium all the refuse coal dust is carefully saved, part of it being mixed with pitch derived from tar distillation and molded into "briquettes," which are used as fuel for locomotives, stationary engines and household grates. It is by this application of scientific economy, says Mr. Mason, to every stage of manufacture, the saving of secondary products and the invention of new processes and machinery to work most advantageously native materials that the German iron and steel makers have been able to face without disaster the declining metal markets of recent years. We now present the following statement to show the production in the four countries in each year since 1880:

PIG-IRON PRODUCTION OF LEADING COUNTRIES.

	Tons of 2240 pounds.		Metric tons of 2204 pounds.		Total four Countries.
	Great Britain.	United States	Germany.	France.	
1880.....	7,749,233	3,835,191	2,729,038	1,725,293	16,038,755
1881.....	8,144,449	4,144,254	2,914,009	1,899,861	17,102,573
1882.....	8,586,680	4,623,323	3,380,806	2,039,067	18,629,876
1883.....	8,529,300	4,595,510	3,469,719	2,007,397	18,601,916
1884.....	7,811,727	4,097,868	3,600,612	1,855,247	17,365,454
1885.....	7,415,469	4,044,526	3,687,433	1,630,648	16,778,076
1886.....	7,009,754	5,683,329	3,528,658	1,516,574	17,738,315
1887.....	7,559,518	6,417,148	4,023,953	1,507,622	19,508,241
1888.....	7,998,969	6,489,738	4,337,421	1,683,349	20,509,477
1889.....	8,322,844	7,503,642	4,524,558	1,722,480	22,173,504
1890.....	7,875,130	9,202,703	4,659,451	1,962,196	23,698,480
1891.....	7,228,496	8,279,870	4,641,217	1,897,387	22,046,970
1892.....	6,616,890	9,157,000	4,937,461	2,057,258	22,768,609
1893.....	6,829,841	7,124,502	4,986,003	2,032,567	20,972,913
1894.....	7,364,745	6,657,388	5,559,322	2,077,647	21,659,102

The foregoing brings out in a striking manner the changes which have occurred both relatively and absolutely in the production of these countries since 1880. The output of Great Britain was less in 1894 than in 1880, that is, it was 7,364,745 tons, against 7,749,233. On the other hand, the output of the United States shows an increase from 3,835,191 tons to 6,657,388 tons, notwithstanding the depression in business existing here in 1894; France has made a comparatively small increase—from 1,725,293 tons to 2,077,647 tons—while the output in Germany has jumped from 2,729,038 to 5,559,322 tons, an expansion of over

100 per cent. For the four countries together, the aggregate at 21,659,102 tons for 1894 compares with only 16,038,755 tons for 1880. In 1890, however, the output had been 23,698,480 tons, this being followed by a decline to 20,972,913 tons in 1893, from which there was a recovery in the late year to 21,659,102 tons. We may reasonably expect that this recovery will continue (unless some unforeseen developments should occur) until the total for 1890 is again passed, and the product advances to figures larger than any previously reached.—New York Commercial and Financial Chronicle.

#### Many Enquiries for Land.

Messrs. Hahl & Pudor, land and immigration agents, Houston, Texas, in sending check for advertising in the *Southern States* magazine, say:

"We are pleased to acknowledge that our advertisement in the *Southern States* magazine has given us high satisfaction with regard to inquiries, which we are receiving almost every day from all over the North and East. Whenever you have any special editions kindly let us know."

It will pay you to advertise in the *Southern States* magazine, published by the Manufacturers' Record Publishing Co., Baltimore, Md.

THE May number of Peterson's Magazine has an array of contents that is bright, fresh and timely. An article by Charles W. Strine on the American locomotive tells in a popular and entertaining style the evolution of this factor in modern life. "Some American Women Painters," by Isabel McDonald; "May-Day, Her Poets and Her Chronicles," by Gertrude Atherton; "The National Council of Women," by Margherita A. Hamm; "Diary of a Chorus Girl," by Odette Tyler; "A Chat with Friends," by Ella Wheeler Wilcox, and other contributions lend a special charm to this issue.

THE Mobile Commercial Club at its annual meeting elected as president, Z. M. P. Inge; first vice-president, J. J. Meyer; second vice-president, P. Murray Wheeler; directors, J. G. Mann, A. S. Benn, H. G. Barclay, R. L. Maupin, E. O. Fowlke. The secretary's report showed that several industries have been located in the city during the year through the club's efforts.

AT the annual meeting of the stockholders of the Southern Immigration, Land & Title Co. of Baltimore, held this week, the name of the company was changed to the Southern Industrial Co., with Hon. Chaun-

cey F. Black, of Pennsylvania, president, and Mr. R. H. Spencer, secretary and treasurer, as managing officers.

THE latest census of the city of Memphis gives its population as 101,793, an increase of nearly 11,000 in one year.

Kosse, Texas.—F. Allen: "Crop outlook is promising, and business is looking up; cotton acreage reduced 25 per cent.: unusually large grain crop."

Cleveland, Ga.—John Martin: "Best business prospects we have had for years; mining interests reviving, and better tone all round."

## RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on page 252.]

### An Important Project.

A dispatch from New Orleans states that a syndicate has been formed to construct extensive coal wharves and warehouses on the river about one mile below New Orleans. This syndicate, it is stated, intends obtaining control of Ship Island Canal by purchase of its bond issue, amounting to \$350,000, and will put on a line of barges to carry coal from the Alabama mines by way of the Tombigbee river, Mississippi sound and the canal to the new shipping point. The New Orleans & Western road, recently chartered, is intended to connect the docks with the city, and cotton as well as other export articles will be loaded at the wharves also. E. H. Farrar is the New Orleans representative of the syndicate.

### Norfolk & Western Finances.

A New York dispatch states that a trust company in that city and one in Philadelphia have become interested in the reorganization of the Norfolk & Western. It is stated that a 5 per cent. mortgage to take up the 6 per cent. bonds outstanding and a consolidated 4 per cent. mortgage to take up the underlying bonds and floating debt are to be made. The guarantees of the Lynchburg & Durham and the Roanoke & Southern bonds are to be dropped. This will reduce the fixed charges to about \$2,300,000, while the net earnings are \$2,900,000. It is believed that there will be left a sufficient surplus to take care of the improvements and in time pay dividends. The track, bridges and rolling stock are said to be in good condition, and considerable cash has been spent by the receivers on betterments.

### Terminals at Charleston.

A dispatch from Charleston, S. C., is to the effect that the South Carolina & Georgia road has obtained options on several hundred feet of property fronting on deep water in that city, and has decided to extend its tracks from their present terminus directly to the harbor. Only a short time ago the MANUFACTURERS' RECORD noted the fact that this line had been bonded to allow it to carry goods delivered to it from foreign steamships. The Louisville & Nashville, with which it connects, has also been bonded. This last movement indicates that the Louisville & Nashville may have its Atlantic seaboard terminus at Charleston, as has been already predicted by the MANUFACTURERS' RECORD, using the South Carolina & Georgia practically as a Charleston extension. The city would then have a trunk line to the North and West and become a very important exporting point.

### Future of the S., A. & M.

The bondholders of the Savannah, Americus & Montgomery have had a difference of opinion relative to the policy to be pursued after its reorganization. It is understood, however, that the committee representing them will try to reach an agreement by making certain concessions. The Baltimore Trust & Guarantee Co. has agreed to loan \$600,000 on the railroad property to fund the floating debt. The new company, which will take possession after the sale of the road on May 17, will consider an arrangement for giving it a seaboard outlet at Savannah, either by a combination with the Savannah & Western or by building an independent line from Lyons to Savannah. It is understood that the security-holders of the Savannah & Western are favorable to a combination with the Savannah, Americus & Montgomery, and will take steps to separate from the Georgia Central system in case an advantageous



offer is made. At present the Savannah, Americus & Montgomery extends from Montgomery, Ala., through South Georgia to Lyons, Ga.

#### Fast Time on the Seaboard.

The following letter has been received by the Seaboard Air Line:

Mr. John M. Sharp, Treasurer S. A. Line, Norfolk:  
Dear Sir—I congratulate the Seaboard Air Line for the quick and unprecedented arrival at Wilmington today of car No. 3778 D. B. L. from Kansas City, Mo., laden with meat. R. W. Hicks.

This car was sent from the loading point to Wilmington by freight within ninety-six hours. This shows that the Seaboard's fast freight service is indeed fast service.

#### A Train of Strawberries.

In a recent issue of the MANUFACTURERS' RECORD reference was made to the shipment of a solid carload of strawberries from North Carolina points on the Atlantic Coast Line to the New York market. This has been followed by a solid trainload of the fruit, consisting of eighteen cars. The cars were loaded with nothing but strawberries, and carried 5500 crates, or 176,000 quarts. Besides the refrigerator train, two cars in another train carried 1000 crates of strawberries, or 32,000 quarts, the grand total shipment for the day being 208,000 quarts, valued at \$31,200. The solid train required fifty tons of ice.

As an indication of how this business is growing, the following shipments from Wilmington, N. C., are significant:

In 1892 forty-three cars carried 3428 crates of berries during the season; in 1893 sixty-eight cars carried 13,328 crates; in 1894 eighty-nine cars carried 17,510 crates; in 1895, up to date, eighty-nine cars have carried 25,777 crates.

The comparative shipments for one day in the past four years have been as follows:

May 11, 1892, three refrigerator cars with 603 crates; May 11, 1893, two cars with 151 crates; May 11, 1894, two cars with 205 crates; May 11, 1895, eighteen cars with 5500 crates. The business in berries this year will represent an increase of more than 100 per cent. over last year.

#### Railroad Notes.

MR. CHARLES H. PHINIZY, of Augusta, has been re-elected president of the Georgia Railroad & Banking Co.

THE San Antonio Rapid Transit Street Railroad has been sold to Edward Packard, representing the bondholders of the road.

JUST 140 carloads of fruit, or seven trains of twenty cars each, were sent over the Illinois Central from the South to the Northwest in one day recently.

THE Citizens' Railway Co., of Waco, Texas, has purchased the Waco electric line through Henry C. Scott, of St. Louis, president of the Citizens' Company, and will operate it.

THE South Baltimore Car Works, Charles T. Crane and F. C. Latrobe, receivers, has been given a contract by the Montana Coal & Coke Co. to build 200 large eight-wheel cars with end gates for use at lake ports.

At the annual meeting of the Savannah & Isle of Hope Railway Co., which controls a Savannah suburban electric road, D. G. Purse was elected president; L. M. Warfield, president pro tem.; John C. Rowland, treasurer, and U. H. McLaws, secretary and attorney.

THE Louisville & Nashville has bought the Shelby Railway, nineteen miles long, extending from Anchorage to Shelbyville, Ky. It has been operating the road under lease for some time. President M. H. Smith, of the Louisville & Nashville, has been elected its president.

J. S. LEONARD, cashier of the First National Bank of Pensacola, Fla., has been appointed receiver for the Pensacola & Perdido, a line eight miles long, which has

been operated by the Pensacola, Tennessee & Alabama. Its lease to the latter company has been annulled.

THE Southern Railway Co., in connection with the Pennsylvania, has put on a sleeping-car line from New York to Chattanooga, going through the mountains of Western North Carolina via Asheville, Hot Springs, Paint Rock and Knoxville. The route is very attractive, and one of the most picturesque. This is but one of many improvements being made by the management of the Southern.

At the annual meeting of the Augusta Southern Company J. H. Davidson, of Augusta, and E. H. Frost, of Charleston, S. C., were added to the board of directors. The present officers of the company were re-elected as follows: James U. Jackson, president; P. H. Langdon, first vice-president; Frank W. Schofield, secretary and treasurer. The road is prospering greatly under President Jackson's management.

#### Georgia Manufacturers.

"The Georgia Association of Manufacturers" is the title of the organization which has just been formed at Atlanta. About 125 representatives of various industries were present, and the idea of combining for mutual benefit was generally approved. The officers of the association were elected as follows: President, J. F. Hanson, of Macon; first vice-president, Joe Robertson, of Cornelia; second vice-president, J. D. Turner, of Atlanta; third vice-president, George R. Lombard, of Augusta; treasurer, J. M. Green, of Atlanta; secretary, T. H. Martin, of Atlanta. The members of the executive committee from the State at large are: G. M. Williams, of Columbus; Martin Amorous, of Atlanta; A. D. Hull, of Rome; L. W. Haskell, of Savannah, and James White, of Athens.

President Hanson is a leading cotton manufacturer of Macon. He will doubtless be ably assisted by the other officers.

While the association will not directly endeavor to secure new industries for the State, it will exert an influence in that direction by showing the importance of the South as a manufacturing section. To quote the opinion of Mr. L. M. Warfield, of Savannah, one of the delegates from that city: "The way to bring Northern manufacturers South is by showing our confidence in what we have to offer by investing our own money in it. Then when they see that we have given a guarantee of our good faith they will be ready to come forward and put their money in too. Of the millions of dollars of investment represented at the convention, nearly all of it was the result of Southern energy and enterprise. The factories of Georgia have been built almost entirely by her own people with their own money. That is the way we must continue to do. There will be more Northern capital invested South every year, but the Southern people must take the initiative. In spite of the efforts of our Citizens' Industrial committee, that is the only way, in my judgment, that we are going to bring manufacturers to Savannah. We must put our own shoulders to the wheel. It is useless to go up North and tell moneyed men there what a good thing we have for them down here waiting for them to put their money into it. They want to know at once if it is such a good thing why we do not put some of our money into it. It will not do to tell them that we have no money to put into factories, for they know better. The reply we have made heretofore is that we do not understand manufacturing here, and their answer has been that if there was money in it we would soon get acquainted with it."

The association has expressed itself as strongly in favor of the Nicaragua Canal, also of the Atlanta Exposition, where it will probably erect a special building. It will next meet in Atlanta in September.

## FINANCIAL NEWS.

#### Mississippi Bankers.

This year's meeting of the Mississippi Bankers' Association was held at Jackson, and was largely attended. The silver question occupied much of the time of the session, and the following resolution was the result:

It is the sense of the Bankers' Association of Mississippi that but one metal can properly express the unit of value; therefore, we favor the adoption of a law declaring a gold coin weighing 25.08 grains, 0.10 fine, to be the dollar of the United States, and only legal tender for debts, public and private.

Resolved, That the president of this convention appoint ten delegates to meet with the sound-money convention at Memphis, and that the delegates to be appointed from each congressional district and the State at large.

The following officers were elected: President, C. W. Robinson, Meridian; vice-president, Jas. E. Negus, Greenville; secretary and treasurer, R. W. Griffith, Vicksburg; executive committee, A. M. Nelson, Jackson, chairman; H. M. Harding, Vicksburg; Z. D. Davis, Brookhaven; J. M. Fletcher, Kosciusko; R. L. Bennett, Yazoo City.

#### Nearly Paid for Itself.

At the last meeting of the Greenwood (S. C.) Oil Mill Co. a dividend of 10 per cent. was declared, payable May and July. This mill has been in operation about four years, and has paid dividends to the amount of about 91 per cent. of the original stock subscribed.

#### New Corporations.

The Lexington Savings Bank has been incorporated at Baltimore with \$10,000 capital by George B. Mills, E. J. Waring and others.

The private banking firm of J. K. Beretta & Co. at Laredo, Texas, is to be changed to a national bank, and a request to this effect has been made of Comptroller Eckels.

P. G. and A. H. Smith, of Anniston, Ala., associated with other Anniston and Birmingham capitalists, have organized the Southern Mutual Fire Insurance Co. of Alabama, with general headquarters at Birmingham, beginning with a guaranteed fund of \$25,000.

The State Mutual Building Association has been incorporated at Baltimore by James R. Wheeler, Thomas W. Jenkins, Christopher Rosendale, John R. Hooper, A. C. N. Matthews, Adam C. Huthwelker, Charles J. Murphy, Christopher J. Dunn, John Moylan, Henry L. Stewart and J. Austin Fink. The capital stock is \$2,600,000.

#### New Securities.

An issue of \$10,000 in 6 per cent. bonds of Evergreen, Miss., was recently bought in one lot by E. B. Horton, a farmer in that vicinity, who paid for them in gold. This indicates how farming of the right kind pays in the South.

The city of Pulaski, Va., contemplates an issue of \$25,000 worth of bonds, bearing interest at 6 per cent., payable semi-annually. The money will be used toward the construction of a courthouse and two city bridges. Persons desiring information should write to the chairman of finance committee, Pulaski city, Va.

#### Interest and Dividends.

The Greenwood (S. C.) Cotton Mill Co. has declared an 8 per cent. dividend.

The Second National Bank of Baltimore has declared a semi-annual dividend of 3½ per cent.

The Consolidated Gas Co. of Baltimore has declared a semi-annual dividend of 2½ per cent.

The Twin City Permanent Building Association of Norfolk, Va., has declared a semi-annual dividend of 4 per cent.

Recent dividends declared by South Caro-

lina cotton-mill companies were as follows: Clifton and Glendale, 5 per cent. semi-annual; Whitney Mills, 4 per cent. semi-annual.

The Continental Building and Loan Association of Gainesville, Fla., has declared a 7 per cent. semi-annual dividend on its paid-up stock. G. W. Hyde has been elected president.

The Georgia Railroad & Banking Co. has paid a dividend of 11 per cent. for the last fiscal year. It owns the principal line between Augusta and Atlanta, and rents it to the Central of Georgia and Louisville & Nashville for \$600,000 per annum.

The Enterprise Bank of Charleston, S. C., organized but one year, has earned a 10 per cent. dividend from its business. The directors have elected the following-named officers: President, J. J. Westcott; vice-president, N. A. Hunt; cashier, Wilson G. Harvey, Jr.; teller, Edward J. Cunningham; solicitor, Wm. Perry Murphy.

#### Financial Notes.

OTHO H. WILLIAMS has been elected vice-president of the Farmers and Merchants' National Bank at Baltimore.

W. P. BETHELL and others, of Danville, Va., have bought 626 shares of stock, par value \$62,600, of the Planters' National Bank of that city.

THE Railway Employees' Industrial Banking Co. will move its headquarters from Chicago to Louisville, Ky. Mr. Geo. H. Charlton, general passenger agent of the Chicago & Alton, is president of the concern, and Geo. E. Willis, secretary.

At a recent sale of securities at auction in Macon, Ga., the State 4½ per cent. bonds sold at 112, and 3½ per cents at 101½, or 1½ per cent. premium, while Macon 6 per cents were 14¼ per cent. premium. This further shows the high value of Georgia securities.

THE American Banking & Trust Co., of which Mr. James Bond, of Baltimore, is president, has been approved as a surety to go on bonds by the government after a critical examination. The company has enlarged the scope of its operations by increasing its capital to \$500,000.

#### Large Shipments of Iron.

A Birmingham (Ala.) dispatch states that iron is moving out of that city at a very rapid rate. Recently the Tennessee Coal, Iron & Railroad Co. alone shipped 4000 tons. Their regular shipments lately have been about 2000 tons or so per diem.

Speaking of the trade in general, a Tennessee Company official says: "The feature of the trade now is that iron is moving out at such a good pace. For a long time the output of the furnaces was accumulating in the yards at a much greater rate than it was moving away. Now the reverse is true. Iron is moving out faster than the furnaces are making it, and the stock in the yards is being rapidly drawn from to make up the difference between the demand and the present output. It is the first time in many a day that this has been the case. I can also state that the two advances made in April are maintained stiffly. The advances of twenty-five cents per ton on April 10 and of twenty-five cents on April 25, a total advance of fifty cents a ton, hold sway without any indication of weakening. Besides this, the chances are that we will incidentally reap the benefit of the furnace troubles in Pennsylvania and Ohio. Shutting down of furnaces there means a greater demand here. There are idle furnaces in the district that will probably be called into service in the very near future. As it is, we are making now with what are in operation by improved methods as much iron as was made five years ago by all the furnaces. With another step of the demand we will be making vastly more iron than was ever made here."



## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on pages 250 and 251.]

### Another Large Mill.

Another large cotton mill for North Carolina has just been announced by the promoters, Messrs. D. W. Oates, of Charlotte, and A. C. Miller, of Shelby, N. C. They have purchased the Stice's Shoal water-power, on Broad river, together with 308 acres of land, and organized a syndicate to erect a cotton mill to cost \$200,000. It is estimated that the shoal will develop 1500 horse-power, and a branch railroad is to be constructed to the site. Besides the above, Messrs. W. L. Holt, Robt. M. Oates, Robt. M. Oates, Jr., W. P. Bynum, of Charlotte, and R. H. Morrison are interested.

### The Columbia Cotton Mill to Enlarge.

The annual meeting of the stockholders of the Columbia Mills Co. was held at Columbia, S. C., last week, and the old board of directors was re-elected. The officers' reports were presented, and showed that the mill was a success financially, and is, it is stated, producing the highest grade of cotton duck manufactured in the country. It was decided by the stockholders to put in 10,000 more spindles at once. The order for this has, it is understood, been given. The mill is at present running day and night, and by the fall, when the new machinery is expected to be in place, will employ between 500 and 600 operatives.

### A Prosperous Mill to Enlarge.

A meeting of the stockholders of the Greenwood Cotton Mill, of Greenwood, S. C., was held on the 7th inst., and the reports from President W. L. Durst and Secretary and Treasurer Joel S. Bailey were most gratifying. The mill cleared for the last twelve months 17½ per cent., 8 per cent. of which is declared as a dividend and 9½ per cent. is placed to the reserve fund. The old board of directors were re-elected and \$10,000 subscribed by those present to double the capacity of the mill, which is now 5000 spindles, making a 10,000-spindle mill. The mill cost \$100,000. The original foundation, with the power the plant now has, was intended for a 10,000-spindle mill, and the president says he can now complete and double its capacity with \$80,000.

### "Spindles of Spartanburg."

Such is the title of a pamphlet just issued, which gives many interesting facts concerning the textile industry of Spartanburg county, South Carolina. As the Spartanburg Observer says:

"When this little pamphlet falls into the hands of a stranger, he will be impressed with the fact that Spartanburg county has twenty-one cotton factories, counting four in process of construction. He will note that these factories represent an invested capital of \$4,581,000; that they have 320,686 spindles and 8908 looms. He will take note also of the fact that these factories consume 113,700 bales of cotton annually. He will find significance in the fact that 6340 operatives are employed, and, counting five to the family, which is a reasonable estimate, nearly half the population of Spartanburg county are dependent on the cotton-mill business, are paid in cash for their services the year round and depend upon the local markets for the necessities of life. This book shows that \$1,127,900 are paid to operatives, the average amount to each operative being more than \$175. The only conclusion such a man can reach with the facts before him is that Spartanburg city, the centre of such a county, the metropolis of more than a score

of flourishing towns, is destined to great things."

### A \$50,000 Mill at Franklinton.

The Sterling Cotton Mill Co. has been organized with a capital stock of \$50,000 at Franklinton, N. C., and will erect a mill, having already sold all its stock and placed order for the equipment of machinery. Buildings will be erected at once, and the plant is expected to be in operation by October next. Mr. Jno. F. Cannady has been chosen president; Wm. F. Green, vice-president, and S. C. Vann, secretary and treasurer. Directors as follows: J. G. Stainton, L. L. Cannady, N. Y. Gully and W. L. McGhee.

### Textile Notes.

THE Swift Manufacturing Co., of Columbus, Ga., is enlarging its weave shed.

A RHODE ISLAND party was in Mammoth Springs, Ark., last week figuring on the erection of cotton mills.

THE Maginnis Cotton Mills, of New Orleans, La., will put in fifty looms now and fifty during the fall.

ACCORDING to a report from Durham, N. C., the Erwin Cotton Mill will erect a new building and put in 625 looms.

A REPORT states that a 25,000-spindle mill, with necessary looms to weave all the yarns, will be built at Mt. Holly, N. C.

IT is stated that Mr. R. T. Fewell, of Rock Hill, S. C., has organized a \$100,000 stock company to erect a cotton mill at once.

THE Hamburger Cotton Mill Co., of Columbus, Ga., is about to put in 3000 additional spindles, having increased its stock to \$100,000 for the purpose.

MR. W. C. MCGHEE is mentioned in connection with a report that another cotton mill other than the Sterling, above noted, will be built at Franklinton, N. C.

THE stockholders of the Enterprise Mills at King's Mountain, N. C., held their annual meeting recently and voted to build an additional mill with 2500 spindles.

A CHARTER has been granted to the Calhoun Cotton Mills with H. A. Strode, Stonewall Tompkins and C. A. Welch, of Clemson College, S. C., as incorporators; capital stock \$50,000.

The proposed \$60,000 mill company at Prosperity, S. C., has organized preliminary to obtaining a charter under the name of Prosperity Mills. It is intended to manufacture cloth and yarn.

A CARLOAD of the latest and most improved looms and jacks has been received at the Holstein Woolen Co.'s mill at Salem, Va. This machinery will greatly increase the product of the plant.

OVER \$76,000 has been subscribed to a proposed \$100,000 cotton-mill company to build a 5000-spindle plant at Elizabeth City, N. C. Dr. Oscar McMullen is the prime mover in the enterprise.

THE American Spinning Co., of Greenville, S. C., lately noted as to operate the old Sampson Mill, has been organized with Mr. J. H. Morgan, president and treasurer, and W. C. Patterson, Jr., secretary. The directors are J. L. Orr, Jas. H. Morgan, J. W. Cagle and O. H. Sampson.

THE Abbeville (S. C.) Cotton Mill Co., which proposes to build within two years, has organized with the following directors: W. H. Parker, J. C. Klugh, G. A. Visanska, P. L. Grier, W. A. Templeton, Hugh Wilson, B. F. Bailey, C. P. Mammond and G. A. Neuffer.

THE five mills at Randleman, N. C., are running regularly. The Naomi Falls Manufacturing Co. has recently improved its plant by adding some of the latest improved spinning-frames, and the Randleman Manufacturing Co. has purchased a new Denn warper.

WORK has commenced on the addition, 106x76 feet, to the Dallas (Texas) Cotton

Mills, in which it is proposed to place the looms of the Manchester Mills, to be transferred from Fort Worth to Dallas. With these looms the mills will increase its force of operatives from 225 to 300.

THE proposed cotton-mill company at Selma, Ala., has organized as the Selma Cotton Mill Co., with Mr. Ernest Lamar as president; S. D. Holt, vice-president, and Aaron Maas, secretary. A capital stock of \$100,000 is proposed and subscriptions are now being received by the directors.

ARCHITECTS JAMES STEWART & Co. have prepared plans for the new addition to be erected for the Home Cotton Mills at St. Louis, Mo. The building is to be 90x25 feet in size, three stories, built of brick, with stone foundation, have composition roof, architectural iron work, iron beams, etc.; cost \$20,000.

THE proposed company at Lancaster, S. C., has incorporated as the Lancaster Cotton Mills. The incorporators named are Leroy Springs, W. Ganson, R. F. Wylie, W. T. Gregory, Ernest Moore, J. M. Heath, M. P. Cranford, L. C. Payseur, T. V. Williams and W. C. Thompson. The capital stock of the company is \$150,000, with the right to increase to \$500,000.

A MEETING was held at Hampton, S. C., last week to consider the organization of a cotton-mill company and over \$22,000 worth of stock was subscribed. Mr. Jacob A. Lightsey acted as chairman of the meeting, and Mr. W. J. Gooding as secretary. These gentlemen are interested in the project, together with A. A. Browning, W. F. Cummings, Franklin Johnston and others.

THE annual election of officers of the Henrietta Mills, of Henrietta, N. C., was held last week and resulted in the election of the old officers: President, J. S. Spencer; secretary and treasurer, S. B. Tanner; board of directors, J. S. Spencer, S. B. Tanner, E. B. Springs, W. D. Martin, R. R. Haynes, D. A. Jenkins and F. B. McDowell. The usual semi-annual dividend was declared.

THE Owensboro (Ky.) Woolen Mills Co. recently added ten new looms and is now putting in twenty more, just double its capacity. It has also added other machinery, including a shoddy machine, which will cheapen the cost of production in the cheaper grades of jeans. The increased capacity will necessitate a corresponding increase in the manufacturing department, and furnish employment to a larger number of hands.

THE Poe Manufacturing Co., of Greenville, S. C., will shortly award contracts for the erection of its mill buildings, plans for which are now being prepared by Messrs. Lockwood, Greene & Co., of Boston. The main building is to be a four-story structure of brick 285x150 feet in size, with two elevators and all modern conveniences. The power equipment will include a 1000 horse-power engine, and the cotton machinery will consist of 10,000 spindles and about 300 looms for manufacturing fine texture goods. Mr. F. W. Poe is president of the company.

THE preliminary work on the new \$125,000 addition to the Griffin (Ga.) Manufacturing Co.'s mill has commenced. The addition will be one story in height and cover a space of 368 feet long by 100 feet wide, and will be devoted entirely to spinning. It will contain about 10,000 spindles, most of which will be entirely new. The old building, which is a large two-story one, will contain over 300 looms. A large portion of this machinery will also be perfectly new and of the latest pattern. President Kincaid will push the work on the mill as rapidly as possible, and by the first of September he proposes to have the whole plant turning out goods equal to anything of the same class made in this country. The mill is now capitalized at \$84,000, but when

completed will have a capital stock of about \$225,000. Mr. W. J. Kincaid, president, and Chas. Wheeler, superintendent, of the company will visit the North and East in a few weeks to purchase the necessary machinery for the enlargement.

THE annual meeting of the Greenwood Cotton Mill Co., of Greenwood, S. C., was held last week, and the usual routine business transacted. The old board of directors was re-elected with two exceptions, their places being filled by the election of Messrs. D. C. DuPre and S. P. Matthews. A dividend of 8 per cent. was declared, half of which will be payable on July 1 next. Mr. W. L. Durst, the president of the company, is now in the North, and while there will endeavor to have subscribed a part of the funds necessary to doubling the capacity of the mill, which is contemplated by the directors. The mill is at present operating 5000 spindles and 168 looms.

THE stockholders of the Scotland Neck (N. C.) Cotton Mills held their sixth annual meeting on May 6. Secty. A. McDowell presented his annual report, which made a good showing for the mills. The capacity of the mill in the hosiery department has been doubled since the last annual report, and the underwear department has been increased 20 per cent. The output of the mills for the year was about \$80,000, and the prospects are that for the next year it will be \$125,000. There are now 175 operatives in the mill making full time. Large orders are coming in, and the plant is at work on fall goods with a daily output of 250 dozen hosiery and 100 dozen underwear. The following directors were elected: C. W. Grandy and J. N. Vaughan, of Norfolk; Dr. T. C. Pugh, H. A. Lerch and J. C. Stoneburner, of Baltimore, and N. Biggs, W. H. Kitchin, R. E. Hancock, R. C. Josey and N. B. Josey, of Scotland Neck. The directors elected Mr. N. B. Josey, president, and Mr. A. McDowell as secretary and treasurer. Secretary McDowell has plans to put in more machinery.

### To Drain Georgia Lands.

Among the schemes for the improvement of lands in the South is one originated by Hon. Jesse Mercer, of the Georgia legislature, for the reclamation of swamp lands in the southwestern part of that State. Mr. Mercer has given much attention to the matter, and believes that by a systematic drainage process fully 500,000 acres of fertile land now useless can be converted into productive farms. A survey is now being made of the section referred to with the view of estimating the cost of the drainage. Considerable of the territory to be reclaimed lies along the Chickasahatchee river, whose headwaters arise in the western part of Terrell county, running along the line of Dougherty and Calhoun counties, emptying into the Itchaway-Notchaway, in Baker county. At the head of Pine Island, in Dougherty county, it divides and reunites ten miles south, thus forming the island. Into the eastern arm of this river runs the Kiskee, which rises in the eastern part of Terrell county, flowing through Dougherty to the point indicated. The Calawatchee rises from Blue Spring, near Albany, and flows south into Baker, emptying into the Flint river at Newton. For twenty miles along the Calawatchee, and for forty miles along the Chickasahatchee, both streams are but mere creeks in themselves, although the waters spread out over their banks a mile wide, and the island referred to, ten miles by sixteen, is at certain seasons of the year a stagnant marsh. It is in the reclamation of this single region that the State, it is estimated, would gain in values over \$12,000,000. Of those lands there would be 175,000 acres in Dougherty county alone, while in Calhoun, Baker and Terrell there would be 300,000 more.



## COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

## Organized to Export Cottonseed.

Articles of incorporation were filed in Atlanta, Ga., last week by E. Van Winkle, J. L. Logan and J. D. Malsby, under the name and style of the Planters' Cottonseed Oil Co. The capital stock of the company is not to exceed \$50,000, divided into 500 shares of \$100 each. The company proposes to manufacture and refine cottonseed oil, manufacture soaps and fertilizers and deal in and prepare cottonseed and their products for market. The plant will be located at Port Royal in order to facilitate the export trade of its products. It is stated that plants will be established at Brunswick, Savannah, New Orleans and Galveston, in connection with the American Manufacturing & Export Co. The company has received license from Mr. O. T. Bugg, the president of the American Manufacturing & Export Co., to use all its patents on the machinery used in the delinting process. Commenting on this company, the Atlanta Constitution says:

"What is known as the Planters' Cottonseed Co. has been organized to deal in cottonseed and prepare it for market on a large scale by using what is known as the delinting process. A plant for the machinery of this kind is to be erected at Port Royal, S. C., and possibly Savannah, Ga. Mr. E. Van Winkle, of Atlanta, one of the most eminent authorities on the cottonseed industry, believes that the delinting machine will prove of much effect in this particular business. In an interview he says:

"I have carefully examined the process for delinting cottonseed, and unhesitatingly pronounce it as useful in its special line of work as the machine that Eli Whitney invented for the purpose of ginning cotton. It will, in my opinion, revolutionize the cottonseed-oil business to a large extent. I have already constructed one of the machines, and it has more than met my expectations in every point. It takes all of the lint from the seed, leaving it black and clean. Heretofore it has been impossible to ship seed across the water, for the reason that the lint makes the seed go through a sweat, which proves very injurious to it. The delinted seed can be shipped anywhere, and will find its way especially to the manufacturing towns of Europe.

"The people in this country who own delinted cottonseed, after it is shipped to Liverpool and London, will receive about \$25 per ton for it. Making the very lowest calculation, I find that after deducting expenses there is from \$5 to \$8 per ton profit on all delinted seed sent to Liverpool, and by the aid of this new machinery thousands of tons will go there annually.

"Another source of profit is the quantity and character of the meal made from the delinted seed. Instead of making an average of 740 pounds of meal from a ton of cottonseed, we can make from 1400 to 1500 pounds and not reduce the present average yield in oil. Products manufactured from cottonseed can be used for food, mechanical purposes, the arts, replenishing the soil, making paper, illuminating oils, salad oils, finer grades of paints, etc.

"It is our intention to organize a company in this city for the purpose of controlling the entire plant. We are already at work, and hope to have our mill in operation by the 1st of September. It is more than likely that the mill will be located either in Brunswick or Port Royal, yet the headquarters will remain in this city. Several capitalists are investigating the matter, and I am quite sure whoever makes an investment will find it profitable."

This is the machine invented by Balti-

more parties which was described in the MANUFACTURERS' RECORD several months ago.

## The Market for Cottonseed Products.

NEW YORK, May 14.

The week opened in the cotton-oil market with a strong feeling and fairly active demand for exports, Germany taking the lead for prompt shipments, with the object of reaching destinations prior to the recent tariff enactments going into effect. Holders are firm in their views for the various grades, while consumers are disinclined to purchase except for immediate requirements. Undoubtedly a shading of current prices would result in very materially increased business. Receipts are comparatively light, while local consumption is of an uninteresting character. Private advices which have just reached your correspondent announce the fact that the Western packers who use oil largely are well stocked, with no immediate prospect of appreciable diminishment. The amount of oil held in first hands is extraordinarily large for this period of the year, while the fact that many mills are yet running, with the expectation of continuing for a considerable time longer, will still further increase holdings. The disposition to hold oil for the purpose of obtaining higher prices, together with the foregoing conditions, warrant ample supplies to meet even the heaviest demand during the ensuing season and until the advent of the next mill-running period. Mr. J. J. Culbertson, of the Paris Oil & Cotton Co., Texas, than whom no more reliable authority may be cited, estimates the increase in oil output in Texas as being equal to the increase in the cotton crop, or 25 to 30 per cent. in excess of the previous season. Shipments aggregating 3500 barrels were made to England from the various loading ports, 1300 barrels to Italy and 1000 barrels to France. At this writing prices are well maintained with regard to local holdings and stocks in first hands. Barrelled crude is still a scarce commodity, a small lot of choice realizing 24½ cents, off grade crude being quoted at 22 cents. The major portion of the off-grade summer yellow, disposed of at prices ranging from 26 to 26½ cents, was destined for British ports. Sales reported during the week aggregate 6500 barrels prime summer yellow at prices ranging from 26¼ to 27½ cents; 1500 barrels butter oil at 28 cents; 3000 barrels white oil, 30 to 31 cents (1000 being at latter quotation); nine tanks of crude at 19½ to 20 cents, and 800 barrels soap stock at 1 cent per pound. Crude, prime, is quoted at 23 to 24 cents; prime summer yellow, 27 to 27½ cents; off-grade summer yellow, 26 to 26½ cents; winter yellow, prime, 33 to 36 cents; butter grades, 28 to 29 cents; prime winter white, 30 to 31 cents, and soap stock, 1 cent per pound.

Cake and Meal.—These products are in good request, while, with diminishing stocks, the upward tendency of the market is becoming more apparent as the season advances. Two thousand tons meal and 400 tons cake have been shipped to Liverpool and Hamburg, respectively. Quotations for New Orleans and Memphis loading are \$15.25 to \$15.50 per ton. American cotton cake is going into rapid consumption in England with an advancing market. Receipts at this market are very light, the total arrivals of cake and meal from January 1 to May 14, inclusive, being under eighty tons. Boston receipts for week ending May 9 reach eighty-five tons. Spot quotations for small lots are from \$18.50 to \$19 per ton.

## Cottonseed-Oil Notes.

NOTICE of trustee's sale will be published this week at Taylor, Texas, in which is involved the property of the Taylor Cottonseed Oil & Gin Co. to satisfy a claim held by the First National Bank of Taylor in

the sum of \$30,000. The date of the sale is June 4. John Threadgill is trustee.

The Columbus Fertilizer Co., of Columbus, Ga., has decided to add a cottonseed mill to its extensive guano works in Girard. The mill will be of considerable capacity and will be completed before the cotton season opens. Work will also commence on the Mutual Cotton Oil Co.'s plant, which will be located on the East Commons in the above city.

At the annual meeting of the Greenwood Cottonseed Oil Co., of Greenwood, S. C., on the 7th inst. the old board was re-elected with the exception of Capt. J. P. Mickler, who has tendered his resignation. A dividend of 10 per cent. was declared, payable May and July. This mill has been in operation a little over four years and has paid dividends to the amount of about 91 per cent. of the original stock subscribed.

The Palestine Cottonseed Oil Co., of Palestine, Texas, shut down for the season on the 9th inst. During the season just closed the company crushed 6271 tons of cottonseed, producing from it 4983 barrels of oil, 4,882,154 pounds of cake and meal and over 5,000,000 pounds of hulls. In addition to the sale of hulls and meal, 3450 head of beef cattle have been fattened and shipped from Palestine during the season.

## Effective Instrumentalities in Southern Progress.

The now widely-known and profoundly-appreciated editors of the MANUFACTURERS' RECORD do not weary at all in their mission of promoting Southern development and progress. They were not content with that powerful factor, the MANUFACTURERS' RECORD, in forwarding these ends, but a year or so since they established the *Southern States*, a monthly magazine, as a special instrumentality in promoting immigration and agricultural development.

The success of this magazine is no less remarkable than that of the MANUFACTURERS' RECORD, and the effectiveness for its purpose is no less striking. While the MANUFACTURERS' RECORD is a standard among manufacturers and capitalists of the country, among the masters and devotees of our great industries, the *Southern States* is looked upon and regarded as authoritative and strictly reliable in its presentation of the resources of soil and climate and opportunity in the South.

A specially effective, practical and attractive feature of the *Southern States* is the publication in each issue of the experiences of immigrants to the South in letters showing results and comparisons, telling of the soil, climate, products, social and political conditions, presenting facts as they are, and invariably the experience of the immigrant is in the favor of the South, not only in strict business interest, but as a pleasant and attractive home.

Nothing can be more potential in favorably influencing immigration than this testimony of those who have gone before and viewed out the land. The prospective Northern and Western immigrant will take the word of a whilom neighbor in preference to the most glowing treatise, and so these letters, coming from every section where immigration has found location, telling of practical experience, just how they found things, of the capabilities of the soil, the healthfulness of climate, the kindness and hospitality of the people, are exerting a most powerful influence in peopling our waste places and adding to our sturdy citizenship.

The field for this good work is illimitable, and the history of this age will record the fact that the *Southern States* magazine and the MANUFACTURERS' RECORD, under the sagacious, comprehensive and brilliant management of R. H. and W. H. Edmonds, have been the most effective instrumentalities in preparing it for the grand harvest of

immigration and development which it is now rapidly disclosing.—Bessemer (Ala.) Weekly.

## APPRECIATING VALUES.

General Advance in Prices, Indicating Increasing Prosperity.

Mr. N. Baxter, president of the Tennessee Coal, Iron & Railroad Co., takes a very hopeful view of the business situation, and in an interview in the Nashville American said:

"The advance in the price of iron which took place the last of April has been maintained, and the market is firm and strong. We are getting the fifty cents advance on all grades, and seventy-five cents advance on some.

"Taking pig iron as the barometer of trade, my opinion of the outlook for business is that it is full of hope and promise, and my judgment is based upon the following reasons: I think that we are passing through a period or condition of affairs that seldom occurs in the course of a lifetime; that is to say, that this general appreciation of values which seems to be taking place is not really an advance in values, though it is in prices, but that it is a depreciation in the price of gold. In other words, when the panic of 1893 began all prices, without exception, declined without reference to the value of merit of any. What really took place at that time was an appreciation in the price of gold. Gold being the standard, it became very valuable in the time of the panic, and everything else relatively cheaper. What is taking place now is the reverse of what then occurred, and the confidence which was then disrupted and destroyed is now being restored, and in consequence gold is becoming relatively cheaper, and as a result everything is appreciating simultaneously, just as everything declined simultaneously in the past. Gold is adjusting itself to its normal relation to other things as a standard. After gold has properly adjusted itself, then there will not be any such general decline or appreciation of values. One thing or a number of things may fluctuate in price, owing to special causes, but the general relation of values will remain unchanged. What is now taking place is the resurrection, so to speak, from the depression, which is affecting favorably prices by reason of gold readjusting itself to normal conditions, this being the result of the growth of confidence.

"As the result of this I look for an improvement in business generally.

"The future looks to me bright and promising, and, unless I am mistaken in my judgment, if the season should prove a fruitful one, and if present prospects are realized, my prediction is that the fall and winter will see higher values than most of us would now hope for.

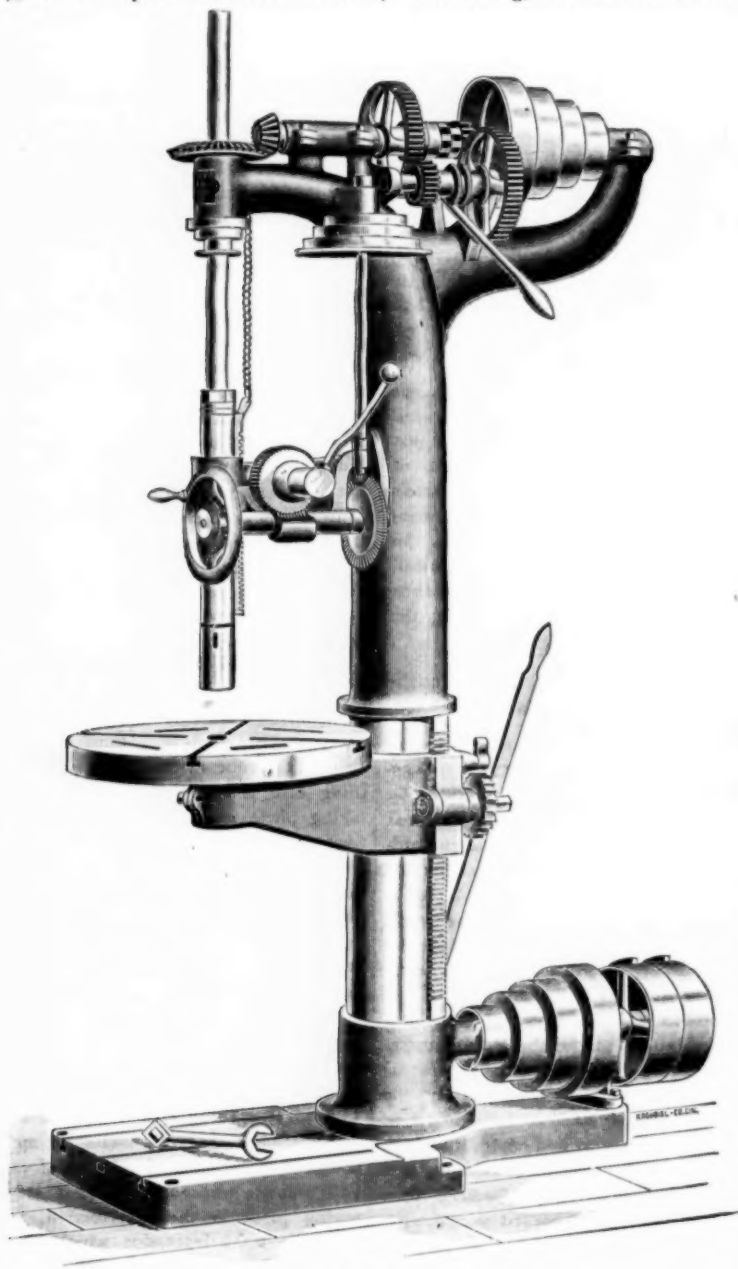
"This restoration of confidence that I speak of is manifested in every way by the willingness of our own people to resume business and start idle factories and to make purchases at present prices for deliveries in the future as far as possible; and further, by that most significant fact of the heavy purchasing that has taken place in New York in the last two weeks of American securities by the foreigners. It will be remembered that the selling of our securities by the foreigners foreshadowed the panic. As a result of this heavy purchasing there has been a sharp decline in the price of foreign exchange to a point where any further decline will result in the importation of gold in payment of these and similar purchases. Should gold return, as I believe it will, its presence in greater abundance will have the effect of further depreciation in its value; relatively speaking, or differently expressed, it would be manifested by the appreciation of values generally, as above stated."



## MECHANICAL.

## The National Drill Press.

The Lodge & Davis Machine Tool Co., of Cincinnati, Ohio, is introducing the 22½-inch drill press illustrated herewith.



THE NATIONAL DRILL PRESS.

This drill has been designed with a view to extreme simplicity and convenience in operation without omitting any essential points found in tools of this type. The back gears are thrown in and out by a lever within easy reach of the operator without loosening any of the screws or nuts. The spindle has a vertical movement of twelve inches, and is provided with a quick return which, by a simple movement of the lever, disengages the power-feed instantaneously. The power feed is engaged by friction and tightened by the knob in front of the hand-wheel. The vertical movement of the table is done by a rack and pinion to insure quick adjustment. The drill is strongly geared and belted so that holes up to one and three-quarter inches in diameter can be drilled.

## New Band-Saw Machine.

A late tool placed on the market is the 36 inch band saw with patent guide shown herewith. In its design the end striven for was to consolidate all points of excellence that tend towards economy. The machine illustrated is of the medium size, and most suited for all classes of work ordinarily done in workshops.

The wheels are thirty-six inches in diameter, made of iron and covered with high-grade rubber, thus forming a soft and flexible cushion for the blade to travel on. The spindles are made of the best refined

steel, turned true, the upper one made on end that receives wheel, taper shape, to insure a perfect fit. The boxes in which shafts run are lined with the best Babbitt metal—have long bearings. The lower boxes are connected by web in casting, and self-oiling, and calculated to withstand

any strain placed on same. The adjustment of both wheels is such as to permit the operator to run the saw in any desired position on the wheel surface, and easy access to all screws for securing such adjustments is arranged.

The main table measures thirty-two inches by thirty feet, and can be made to tilt in any angle up to forty-five degrees by loosening hand-wheel provided under table. The index is fitted to obtain all necessary angles. The distance from line of saw to frame is thirty-four inches, and the vertical guide-bar can be raised so as to take in sixteen inches under the guide. The tension of saw is regulated by the upper wheel, which has an adjustment of ten inches, by means of heavy screw and hand-wheel shown, and the expansion and contraction of saw is cared for by weighted device, which experience has shown to be a positive and practicable way of regulating same. The frame is heavy and well proportioned, being cast all in one piece and cored throughout, thus giving it great strength.

Each machine is furnished with the latest McChesney or Mohawk Dutchman patent guide, also brazing tongues, vise, one saw and guide for ripping; length of saw required eighteen feet six inches; tight and loose pulleys twelve inches diameter, four-and-a-half-inch face, and should make 425 revolutions per minute.

The Verkes & Finan Woodworking Machinery Co., of St. Louis, Mo., is the builder of this machine.

## Lunkenheimer "Jewel" Grease Cup.

The engravings below represent the latest achievement in the grease-cup line made by the Lunkenheimer Co., of Cincinnati, Ohio, with branch offices at No. 51 John street, New York, and No. 35 Great Dover



FIG. 1.—EXTERIOR VIEW, WITH PLUNGER DRAWN TO TOP OF CUP.

street, London. It has been designed to meet the demand for a simple and inexpensive automatic grease-cup and to take the place of iron cups, being, it is stated, stronger and lighter in weight. The "Jewel" is adapted for shafting, loose pulleys, friction clutches and many other places. The base is of cast brass throughout, while the top is of tubing and spun

screw and take off the reservoir; then lift the plunger to top of same and secure it in this position by means of the lock arrangement; then fill the reservoir with grease, screw it back into its base, release the spring lock, so as to put the pressure on the grease, and the cup again feeds automatic-

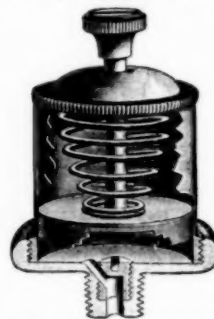


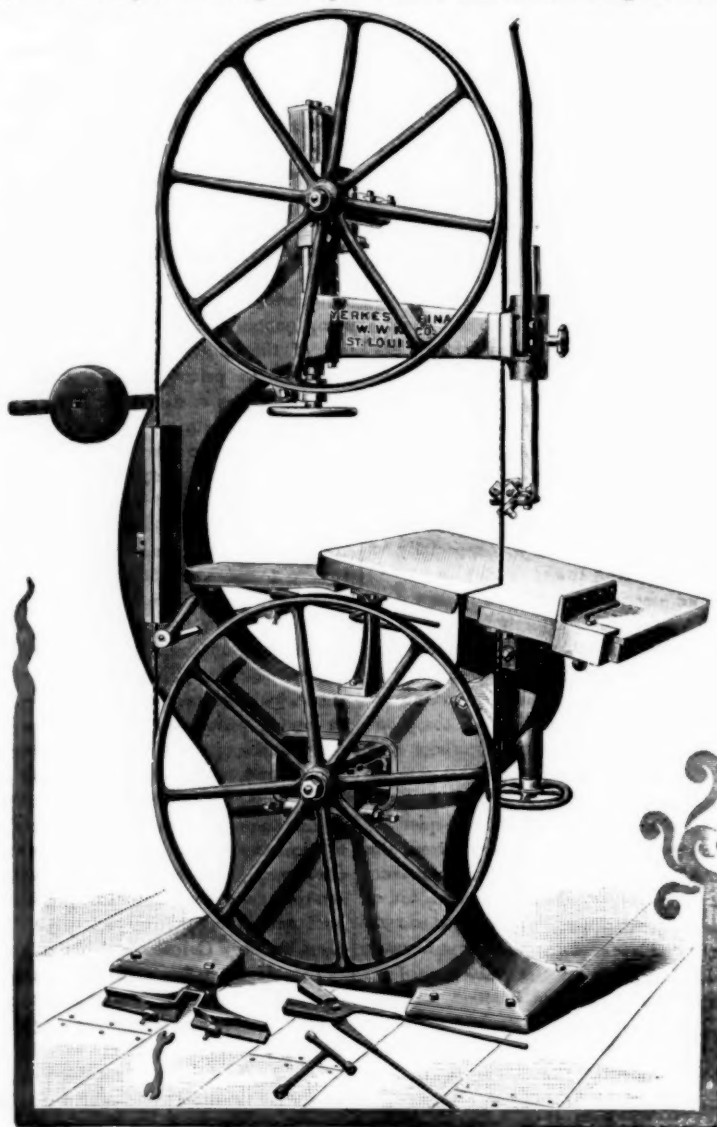
FIG. 2.—CUP EMPTY, WITH PLUNGER AT BOTTOM.

ally until empty. The feed-regulating screw in base of cup permits adjustment of the opening through the shank of cup to suit any kind of grease.

This cup is claimed to be the simplest, most efficient and lowest-priced automatic grease-cup on the market.

## Developing Over 4000 Horse-Power.

One of the largest water-power developments in the country is at Plattsburg, N. Y. The illustration herewith shows the turbine water-wheel plant furnished for this work by the Stilwell-Bierce & Smith-Vaile Co., of Dayton, Ohio. The power will be utilized for driving the new pulp



NEW BAND-SAW MACHINE.

brass. It is of brass throughout, has a leather-packed plunger and is provided with a feed-regulating screw in the base of cup which will, it is explained, admit of perfect regulation of feed.

The method of working the cup shows its construction. This is as follows: When empty and plunger is at bottom of cup, un-

mill of the Freydenburgh Falls Pulp Co. at Plattsburg. It will develop 4660 horse-power.

The plant consists of eight 33-inch, one 30-inch and one 15-inch cylinder gate Victor turbines, all on horizontal shafts and all supplied from one feeder thirteen feet diameter at its large end.



The photograph was taken in the water-wheel-erecting shop, where the job was set up complete before shipment. This pulp mill was planned throughout by the Stillwell Bierce & Smith-Vaile Co., and is pronounced by its owners one of the best and most complete pulp mills in the country.

#### To Protect Vegetables.

A resident of Charleston, S. C., Mr. George A. Smith, has patented a covering for vegetable gardens and small fruit patches which is attracting much attention. The plant protector is made of translucent and water-proof material and is portable, any child being able to carry hundreds of feet of it at one time to any part of the field. Two shapes are made—a can-shaped protector to be used in the garden and the other used in the field. The patentee claims that by a liberal use of the protector in the fields "truck" may be planted here from one to three weeks earlier than usual. The idea of protecting crops from the weather is an excellent one, but thus far only crude devices have been offered and the glass frame seems to be the

## PHOSPHATES.

### Florida Phosphate Exhibit.

ORLANDO, May 11.

The Plant system exhibit at the Atlanta Exposition is being rapidly gotten in shape by Maj. M. C. Rerdell, who has been appointed to do the work. He has lately made extended trips over the State, locating and engaging exhibits to be forwarded at the proper time to the great exposition. He has in hand, in addition to the various phosphate displays, a fine kaolin exhibit from Lake and Sumter counties, gypsum from Sumter, fire-clay from Orange, glass-sand from Hernando and a very interesting exhibit of iron ore from the western part of lower Florida, whose existence is at present but little known, but which in days gone by was worked with profit to the owners, and only abandoned when lines of transportation rendered the production of iron so cheap in Alabama. To these will be added fine specimens of mineral paints, marble from Western Florida and other minerals. The phosphate exhibit will, of course, be the leading mineral feature. It

rock are quoted \$3 to \$3.75, hot-air-dried \$3.50 to \$3.75 and \$6.50 for ground rock, all f. o. b. Charleston. In Florida the mining companies in certain districts are actively engaged, while in others the output is still curtailed, with no prospect at the moment of any active development. Prices are nominally steady at \$3.25 to \$3.50 for river pebble and \$4.50 to \$4.75 for land pebble, all f. o. b. Tampa or Punta Gorda. Tennessee phosphate shows a moderately active development, and when placed upon the market is quoted at 9 cents per unit. The arrivals of phosphate at this port during the past week were the schooners Grace Andrews from Ashepool, S. C., with 765 tons, and the M. Luella Wood from Port Royal, S. C., with 825 tons. The local charters reported are the schooners Grace Andrews, Port Royal to Baltimore; Isabella Gill, Fernandina to Baltimore, and the J. K. O'Dame, Ashepool to Baltimore. The only New York charter reported is a schooner, 556 tons, from Bull river, S. C., to Cartaret, N. J., at \$2.

#### FERTILIZER INGREDIENTS.

The market has ruled quiet during the

dicating a better feeling at points of production. Prices are about \$3 crude, \$3.50 hot-air-dried and \$6.50 ground rock, f. o. b. Charleston. The shipments by water for the week were as follows: D. K. Baker, 750 tons for New York; I. T. Campbell, 810 tons for Weymouth; C. L. Godfrey, 600 tons for Wilmington, Del.; S. B. Marts, 802 tons for Baltimore; steamship Laurada, 1150 tons pyrites cinder for Philadelphia. In port and loading are the Fannie Reiche, L. Wheatley and A. L. Mulford. The shipments by water since September 1 were 65,267 tons crude rock and 1365 tons ground rock, against 82,149 tons crude rock and 1841 tons ground rock for same date last year.

#### Phosphate and Fertilizer Notes.

THE steamship Feliciano was loading at Fernandina a cargo of 2250 tons of phosphate rock on the 10th inst.

THE British steamship North Britain was cleared from Savannah on the 11th inst. for Glasgow. Her cargo consisted of 2200 tons of phosphate rock.

MR. A. TRUBENBACH, representing the Anglo-Continental Guano Works at Ocala, Fla., reports the steamship Castlefield chartered to load a cargo of 2800 tons of phosphate rock at Savannah.

MR. K. B. HARVEY, deputy collector of the subport of Punta Gorda, Fla., reports the clearance on the 1st inst. of the schooner Robert Dillon for Savannah with 515 tons of phosphate by the Peace River Phosphate Co.

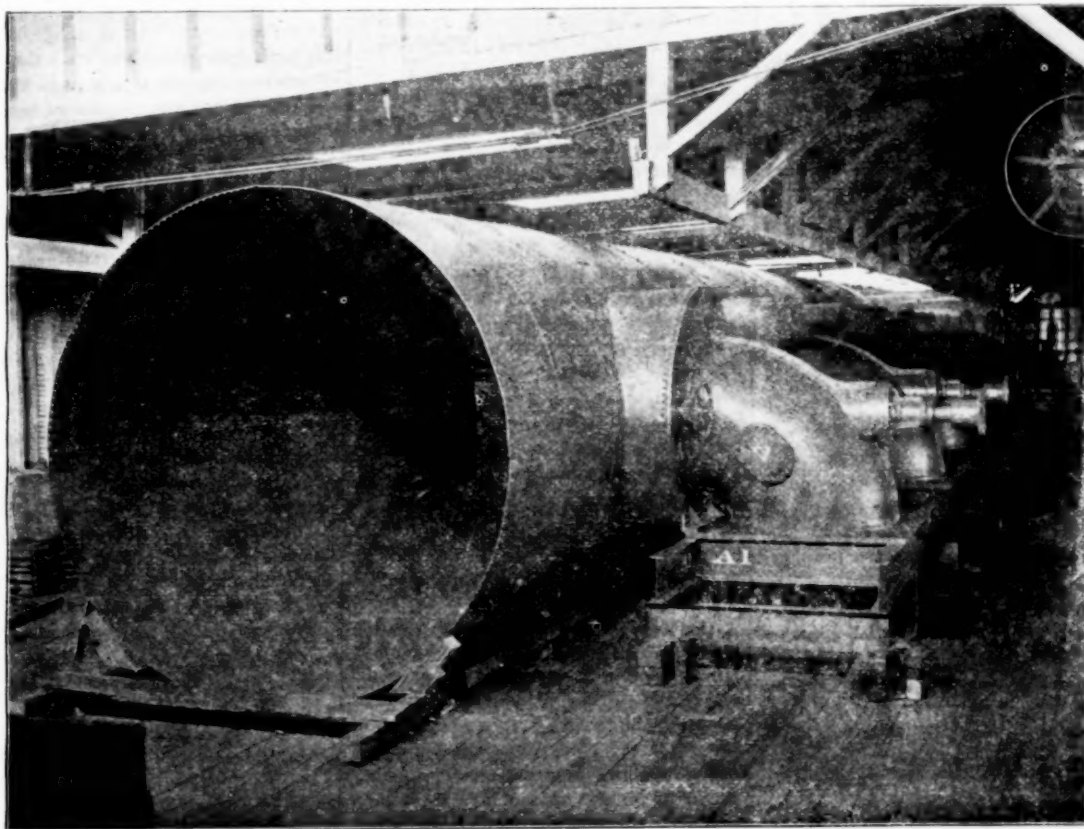
MR. WM. W. ELLIOTT, deputy collector of the subport of Beaufort, S. C., reports the sailing on the 13th inst. of the British steamship Wydale for Hull, England, with 2350 tons of phosphate rock from the Phosphate Mining Co., Port Royal.

It is reported that a large bed of phosphate rock has been discovered near Huntsboro, Ala., on the Savannah, Americus & Montgomery Railroad. The deposit is said to be a valuable one, and the owners are preparing to test their discovery on an extensive scale. The owners have had several offers for the property, but in all cases have declined to sell.

THE phosphate shipments from Charleston, S. C., for the week ending the 10th inst. are reported as follows: Schooner S. B. Marts for Baltimore with 802 tons; schooner Annie C. Grace for Philadelphia with 740 tons; schooner D. K. Baker for New York with 715 tons; schooner Carrie L. Godfrey for Wilmington, Del., with 600 tons, and schooners T. W. Dunn, 940 tons, and Isaac T. Campbell, 810 tons, for Weymouth, Mass.—total for the week 4607 tons.

THE shipments of Florida phosphate rock made through the port of Savannah during the month of April, as reported by J. M. Lang & Co., were as follows: Steamship Mangara for Hamburg with 1152 tons, by B. Arentz & Co.; steamship Inverness for Gliengen with 1455 tons, steamship Garlands for Genoa with 500 tons, steamship Nyassa for Muhlgrahen with 1452 tons and steamship Mareca for Hamburg with 1413 tons, by C. Thalheim—total for the month 5972 tons.

THE following steamships are chartered to load phosphate this month from Fernandina, Fla.: British steamship Feliciano, B. Arentz & Co., 2750 tons; British steamship Norfolk (sailed), 2500 tons; British steamship Jamaica, Dunnellon Phosphate Co., 2500 tons; British steamship Inchulva French Phosphate Co., 1000 tons; British steamship Karoon, 2800 tons, and steamship Forrest, 2200 tons, by the French Phosphate Co.; British steamship Whitby, 2750 tons; British steamship Baltimore City, A. Neuman, 2700 tons, and an unknown Spanish steamer, 1800 tons, by the Dunnellon Phosphate Co.



LARGE TURBINE WATER WHEEL PLANT AT PLATTSBURG, N. Y.

chief reliance of the market gardener. The MANUFACTURERS' RECORD believes that great improvements will be made in what might be called weather coverings for vegetable farms, and a fortune awaits the man who can produce a cheap protection that is quickly and easily handled. Possibly Mr. Smith has discovered what is needed. With such appliances the danger from frosts would be reduced to a minimum, and vegetable and fruit cultivation greatly encouraged in the South.

THE shipments of phosphate from Port Tampa, Fla., during the month of April are reported as follows: 5th, steamship Kate Fawcett for Ipswich, England, with 1800 tons by the Florida Phosphate Co.; 10th, steamship New Borough for Stettin, Germany, with 2313 tons by the Land Pebble Co.; 12th, barkentine Nellie Smith for Philadelphia with 804 tons by the Bone Valley Phosphate Co.; 23d, schooner Alice Holbrook for Philadelphia with 1133 tons by the Bone Valley Phosphate Co.; 25th, steamship Glenwood for Newcastle-on-Tyne, England, with 2195 tons by the Bradley Phosphate Co.—total for month 8245 tons.

will cover every variety. With each exhibit will be given the locality, the owner and analysis, besides being distinctly shown on an immense map, made in sections, on a scale of large proportions, now being specially prepared for this exhibit.

The building this display is to occupy, as originally designed, was a pyramid with a 60-foot base. The base has been enlarged to ninety feet square. In the building will be a general display from every county of the State desiring space, and also the exhibit of the United States geological survey corps for the State of Florida.

J. H. JONES.

#### Phosphate Markets.

OFFICE MANUFACTURERS' RECORD,  
BALTIMORE, May 16.

The local phosphate market shows no improvement worthy of note, and matters have been rather quiet during the past week. Manufacturers are, however, in the market and have made some purchases. All reports from points of production are more satisfactory, with the outlook for higher prices in the near future more encouraging. In South Carolina the feeling is better and prices very steady under a good domestic demand. Prices of crude

week, with a moderate demand at the moment. Buyers and sellers are apart in their views as to values, and the bulk of business has been done at the latter's prices. Stocks of blood and tankage in the West are reported light, with a slight advance on certain material. Sulphate of ammonia is dull, with prices easy and very little inquiry. Nitrate of soda is steady at unchanged figures.

The following table represents the prices current at this date:

Sulphate of ammonia, gas.....	\$3 00@ \$ —
Sulphate of ammonia, bone.....	2 75@ —
Nitrate of soda.....	1 75@ —
Hoot meal.....	1 80@ —
Blood.....	1 90@ 1 95
Azotine (beef).....	1 80@ —
Azotine (pork).....	1 80@ —
Tankage (concentrated).....	1 70@ —
Tankage (9 and 20).....	1 75 and 10
Tankage (7 and 30).....	17 00@ 17 50
Fish (dry).....	22 00@ 23 00
Fish (acid).....	15 00@ 15 50

CHARLESTON, S. C., May 14.

Trade in phosphate circles has picked up considerably during the past week. The movement of rock by water to local works and shipping bound coastwise is lively, and quite a number of charters for domestic markets are still due. The prospects for a good summer trade are brighter. Sales are more numerous, and inquiries in-



The outlook for a continuance of activity in the lumber industry of this section is very encouraging, and the demand seems rather to increase. The mills are generally working on two-thirds time, while lumber is going out rather faster than it can be produced, thereby positively reducing stocks in yard. Prices under these conditions continue very firm, and manufacturers, as a rule, adhere strictly to list prices. Mills are all generally well supplied with orders, and the daily inquiries are quite numerous, so that orders keep crowding in as fast as others are completed. The size of the bills are larger than usual, and in many cases run from 100,000 feet to 500,000 feet at prices which are very satisfactory. The Journal, in its review of the market, says: "It is an assured fact that the manufacturers now have the control of the business better in hand than at any time within the past twenty years, and so long as stocks are increasing on the yards they can well afford to adhere strictly to the list, as reliable reports affirm they are doing." There is a fairly active demand for shingles, with stocks generally light and prices firm. The situation at Orange is also more encouraging to those engaged in the lumber industry. All matters have been well adjusted, so that buyers, being advised of the state of the market, are in most cases ready to meet the views of sellers. The sales during the past week



have been of considerable volume, and shipments continue to increase every week. It is said that the shipments during the past week have been 20 per cent. more than the cut of the mills for the same time last year. Orders from Oklahoma, Kans., and the Indian Territory have improved both in number and size, while prices hold very firm. The export trade continues fairly active, and business at Sabine Pass shows great improvement. Vessels have been scarce, and the Litcher & Moore Lumber Co. are trying to charter vessels to load for Philadelphia. The schooner Annie E. Krantz is due at the Pass on Tuesday next, and will load 550,000 feet of railroad ties for Philadelphia. The schooner Martha is expected to take a cargo of timber for Mexico from the Litcher & Moore Lumber Co.

#### St. Louis.

[From our own Correspondent.]

ST. LOUIS, May 11.

The conditions surrounding the general lumber and timber market in this section are at present very satisfactory, and except in isolated cases the volume of business shows increased expansion. The hardwood trade is good, while the white and yellow pine trade is very active at the moment. The demand for yellow pine at present is greater than at any time during the past two years, while prices throughout the general list are firm and hardening. The recent advances in yellow pine have been fully maintained, and the new scale of prices adopted at the Memphis meeting on April 30 goes into effect on the 15th inst. The announcement of these advances have been favorably accepted by the trade generally as indicating a return of prosperity and a more healthy market in the future. White pine has been in fair demand, but retail yards are not buying as freely as usual on account of the local situation being complicated by strikes in the building trade. The report of the building commissioner shows that permits were issued in April for 341 brick buildings to cost \$1,372,000, for 101 frame buildings to cost \$57,000, and for alterations and repairs \$42,000. The number of permits issued during the same month last year was 379, and the estimated cost of the buildings was \$1,148,000. This is a gain of sixty-three permits and about \$322,000 in cost for the month, or about 25 per cent., this ratio having been maintained during each month this year. The sash and door trade shows no material change. Orders are coming in steadily, but the local trade has fallen off on account of the delay in building operations caused by the hod-carriers' and brickyard-workers' strike. A contract for 400,000 feet of yellow pine, to be used in new buildings for the Home Cotton Mills of this city, has been secured by Berthold & Jennings. The Eau Claire-St. Louis Lumber Co. has closed a contract to furnish 750,000 feet of long-leaf yellow pine and 100,000 feet of hard maple flooring, to be used in the construction of a large warehouse called the Stifel Building.

#### Southern Lumber Notes.

THE lumber firm of R. G. Offut & Bros., of Boonesville, W. Va., has made an assignment, which was recorded at Sutton on the 4th.

THE sale of the Alexander Lumber Co.'s plant, lands, buildings and general outfit took place at Taylorsville, N. C., last week and was largely attended. The property was bid in by Taylorsville parties for about \$3000. There were 150,000 feet of lumber sold with the mills.

THE mills of the Southern States Land & Improvement Co. at Muscogee, Escambia county, Fla., took fire on the 9th inst. in the drying-rooms, and 1,200,000 feet of lumber, with the drying building, were entirely destroyed. The fire department of Pensacola sent an engine by special train,

and the firemen succeeded in saving the large mills of the company.

THE Southern Yellow Pine Lumber Association met in Montgomery, Ala., on the 10th inst. and advanced the price of Nos. 1 and 2 rift flooring \$1 per 1000 feet and of hard rift flooring \$3 per 1000. The action of the meeting was unanimously endorsed by the members of the association.

THE Providence Lumber Co., of Lake Providence, La., closed a deal on the 6th inst. for a bargeload of lumber, to be shipped as soon as sawed to a St. Louis firm. This company owns some of the finest cypress timber in the country, and has made prompt sales, which will cause it to increase its plant. The company has recently purchased a mill of 40,000 feet capacity.

THE Woodworth Lumber Co., of Munroe, La., which removed its plant from Bivins, Texas, last year, recently started its new mill with a capacity of 75,000 feet of lumber per day. The company is removing the machinery of its planing mill from Bivins, and will run it in connection with its saw mill at Munroe with a capacity of 60,000 feet per day. The capital stock of the company is \$100,000. It ships nearly all of its product North, its principal market being in Illinois.

THE Southern Cypress Sash, Door and Blind Association met in New Orleans last week. The association decided that the official list should be adhered to, with the exception of such cases as in which competition for outside territory had to be met, when the members should be allowed to make such discounts as they might deem fit or necessary. The secretary reported that the majority of the manufacturers in the gulf region had expressed willingness to join the association.

THE price-list committee of the Alabama Yellow Pine Lumber Manufacturers' Association met in Birmingham on the 8th inst. The committee held a conference with regard to the 16-cent rate on piece lumber to all points on the Ohio river. This rate will enable the North Alabama lumbermen to control the lumber trade of Louisville, Nashville and Cincinnati. The condition of the lumber market is very much improved. The price on piece stuff has advanced \$3 per thousand feet, and it is not improbable that heart-face rift flooring will soon find a market in New England at an advance of \$3 to \$5 per thousand feet.

A MOVEMENT has been on foot in Savannah and Brunswick, Ga., during the past week to consolidate a number of the largest saw-mill firms in Georgia into one concern, to be entitled the Georgia Pine Co. It is stated that the scheme contemplates the formation of a company in which all the properties shall be vested, each of the present owners receiving stock according to the appraised value of their holdings. Several meetings of those interested have been held, but nothing definite is known as to the prospects of a consolidation. Among those interested in the movement are McDonough & Co. and Stillwell, Millen & Co., of Savannah, and James K. Clarke & Son, of Darien, Ga.; Mr. Henry P. Talmadge, of New York, is said to be also interested in the movement. The purpose of the company is not to put up prices, but to increase profits.

#### Iron Markets.

CINCINNATI, May 11.

THE feature of the situation in the iron trade is the demand of labor for higher wages. With the first indications of improving business and better employment for labor, the men are on hand with claims for a substantial increase of wages. The result for the time being is demoralizing. Many manufacturing concerns which had taken contracts on the narrowest margin of profits, or at no profits at all, in order to

keep the wheels going and labor employed, find themselves in a very unpleasant fix. There is no doubt that employers generally are only too glad to share with their labor the first real improvement in business, but the suddenness of these demands and the extreme things asked have made many employers indifferent as to whether they keep their works going or not.

Not a little disappointment is expressed at the extreme slowness of the recovery in actual trade. Attention is called to the fact that it reverses the natural order, the improvement being in raw material, wages and speculative properties, not in demand for finished goods. The expectation is that the latter will follow, but its slowness is the cause of disappointment to those who want things to move fast.

In pig iron the principal business has been done in Northern brands. The Southern furnaces hold firm to schedule prices, and are quite content to run along with light business for a time. The strikes at the furnaces of the Illinois Steel Co., Chicago; the Shenandoah Valley furnaces, and in the Pocahontas coke district must necessarily restrict production of pig quite considerably. When the troubles are settled it will mean higher cost of pig iron in more than one district.

We quote for cash f. o. b. Cincinnati:

Southern coke No. 1 foundry.....	\$10 00@10 55
Southern coke No. 2 foundry and No. 1 soft.....	9 50@9 70
Hanging Rock coke No. 1.....	11 50@12 00
Hanging Rock charcoal No. 1.....	15 00@16 50
Tennessee charcoal No. 1.....	13 00@14 00
Jackson county stone coal No. 1.....	14 00@14 50
Southern coke, gray forge.....	8 75@9 05
Southern coke, mottled.....	8 50@8 70
Standard Alabama car-wheel.....	15 00@16 00
Tennessee car-wheel.....	14 50@15 00
Lake Superior car-wheel.....	13 50@14 00

We quote for cash f. o. b. New York:

No. 1 standard Southern.....	\$11 75@12 00
No. 2 standard Southern.....	11 00@11 25
No. 1 standard soft.....	11 00@11 25
No. 1 foundry lake ore coke iron.....	13 00@13 25
No. 2 foundry lake ore coke iron.....	12 25@12 50
Lake Superior C. C. W.....	15 50@15 75
Southern C. C. C. W.....	17 75@18 00

ST. LOUIS, May 11.

The excitement and surprise caused by the recent advance in Southern iron is gradually decreasing, and the past week has seen a steady market. There has been a considerable demand from the car works to cover requirements for several large contracts that were placed about May 1.

The strike in the Pocahontas coke district has been on since May 1, and there is no indication of an early settlement. Shipments of coke are entirely suspended for the present.

We quote for cash f. o. b. St. Louis:

Southern coke No. 1.....	\$10 50@10 75
Southern coke No. 2.....	10 00@10 25
Southern coke No. 3.....	9 50@9 75
Southern gray forge.....	9 25@9 50
Southern charcoal No. 1.....	14 00@14 50
Missouri charcoal No. 1.....	12 50@13 00
Ohio softeners.....	14 00@14 50
Lake Superior car-wheel.....	14 50@15 00
Southern car-wheel.....	15 00@16 50
Genuine Connellsville coke.....	4 40
West Virginia coke.....	4 40

CHICAGO, May 11.

The past week has been a quiet one. No deals of any size have been reported in this district. There is considerable inquiry for small lots for early delivery, and transactions of this character have been at full prices.

It is hinted that some Southern furnaces are not maintaining the recent advance, but this has not been verified.

Northern coke irons have been fairly active. Lake Superior charcoal shows no improvement.

We quote for cash f. o. b. Chicago:

Southern coke No. 1 soft & No. 2 dry.....	\$10 50@10 75
Southern coke No. 2 soft & No. 3 dry.....	10 00@10 25
Ohio Scotch softeners No. 1.....	12 00@12 50
Lake Superior charcoal Nos. 1 to 6.....	13 00@13 50

We quote for cash f. o. b. Philadelphia:

Standard Alabama No. 1 X.....	\$11 25@11 50
Standard Alabama No. 2 X.....	10 50@10 75
Strong lake ore coke iron No. 1 X.....	12 25@12 75
Strong lake ore coke iron No. 2 X.....	11 75@12 25
Lake Superior charcoal.....	14 75@15 25
Standard Alabama C. C. C. W.....	16 75@17 25

BUFFALO, May 11.

The pig-iron market has jogged along during the past week at an easy pace, a fair volume of business doing. Such Southern iron as has found sale has been at the new schedule of prices, but aside from a little evening into line there has been no

change worth mentioning in the price of Northern foundry and forge iron.

We quote for cash f. o. b. cars Buffalo:

No. 1 foundry strong coke iron Lake Superior ore.....	\$11 25
No. 2 foundry strong coke iron Lake Superior ore.....	10 75
Ohio strong softener No. 1.....	11 35
Jackson county silvery No. 1.....	15 50
Lake Superior charcoal.....	13 75
Southern soft No. 1.....	11 50
Hanging Rock charcoal.....	18 50

ROGERS, BROWN & CO.

#### TRADE LITERATURE.

THE Marine Iron Works, of Southport avenue, Chicago, Ill., has attracted the attention of vessel-owners and others for some time on account of the superior quality of its marine engines. It makes a specialty of engines for yachts and small boats, also larger craft, and in a catalogue recently issued gives a number of very interesting views of its mechanism.

At the present time, when so much competition exists in bank work, it would seem hard to find any, especially original, designs. The Fred. J. Myers Manufacturing Co., of Hamilton, Ohio, however, has happily conceived many tasteful effects in bank and office railing, window guards, doors, gates, etc. These are depicted in a catalogue of fifty pages which it has just issued to the trade.

A MACHINE which is familiar to all steam users, or ought to be, is the Acme automatic safety engine made by the Rochester Machine Tool Works, of Centre street, Rochester, N. Y. In a recent catalogue the company publishes a large number of testimonials showing the efficacy of this engine for different kinds of work, such as running printing presses, etc. It combines economy, durability and compactness.

In a notable combination of colors the New Jersey Asbestos Co., of No. 117 Front street, Camden, N. J., publishes a prospectus of its packing, also boiler and pipe coverings and material of other kinds. The feature of the catalogue is a series of illustrations showing the treatment of asbestos at its works. This treatment combines all the latest improvements and as a result its packing, etc., is of a high quality.

In these days of hurry a process for quickly drying lumber which is practical is very valuable indeed. The Standard Dry Kiln Co., of Indianapolis, Ind., realizes this fact, and in its last catalogue of work illustrates a number of its kilns, among which are the automatic compression and others. It also reproduces a number of photographs of extensive lumber plants where these kilns are being used with much satisfaction.

A VERY original prospectus is the latest issued by the Economy Water-Tube Boiler Co., of No. 143 Liberty street, New York, which is so well known to the public that the excellence of its work hardly needs description. The front page of the catalogue is illustrated in stamped work; also the title of the company on a white background, no printing whatever being used. As might be expected, inside are illustrations of the special features of its boilers, which are in use in many of the largest plants in the country.

THE name of Jeffrey in connection with coal-mining is almost inseparable. The Jeffrey Manufacturing Co., of Columbus, Ohio, has sent out a number of catalogues to the trade in regard to its drills, coal mining machinery, mining locomotives, conveying machinery, etc., but we doubt if it ever issued one more attractive than its latest for 1895, which contains descriptions, brief but to the point, of some of its standard apparatus. Anyone desiring machinery of this sort will do well to correspond with the Jeffrey Company and write for a copy of this prospectus.

PHOTOGRAPHS showing the machinery in actual operation are abundant in the catalogue No. 40, which is about to be issued by the Ingersoll-Sergeant Drill Co., whose main office is in the Havemeyer Building, No. 26 Cortlandt street, New York. It is hardly necessary to detail the different specialties in mining machinery manufactured by this corporation, which has already acquired a world-famous reputation for the reliability and power of its drills and other apparatus. It is almost impossible to find any extensive mining plant in the country which has not at least five or six of these drills.

"FACTS ARE STUBBORN THINGS." The Babcock & Wilcox Co., boiler manufacturers of New York and London, are perfectly aware of this; also aware of the great competition in steam heating, etc. They have for many years obtained the ideas of the best experts in this country and Europe in regard to steam control, and in a very attractive little work, handsomely illustrated, have condensed a fund of information which engineers will highly appreciate. It is one of the most attractive books of the kind which we have ever seen, being neatly printed on heavy book paper and very clearly illustrated.



# CONSTRUCTION DEPARTMENT.

**THE MANUFACTURERS' RECORD** seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under the head of "Machinery Wanted."

†In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

## ALABAMA.

**Alexander City—Electric-light Plant.**—An electric-light plant will be installed. Address H. G. Davis.

**Anniston—Lumber Plant.**—C. J. Houser and J. Swain have leased from the Stringfellow Whetstone Company its planing mill and sash, door and blind factory. They will at once increase the output of the plant.

**Attalla—Stave Mill.**—The Oxley Stave Co. is putting more machinery in its mill.

**Birmingham—Coal Mines, etc.**—The coal mines, coke ovens and other property of the Mary Lee Coal & Railway Co. has been sold to James Sloan, Jr., Jos. W. Jenkins and D. H. Gordon, of Baltimore, Md., representing the bondholders; price paid \$40,000.

**Birmingham—Mining.**—Thomas T. Hillman and George L. Morris have incorporated the Empire Mining Co., capital stock \$50,000, to do a general coal and ore-mining and iron-manufacturing business.

**Brewton—Telephone System.**—Mr. Davison, attorney, is endeavoring to form a company to establish telephone system.

**Cullman—Electric-light and Water Works.**—The city will construct water works and probably erect an electric-light plant. Address the mayor.

**Cullman—Ice Plant.**—Ernest Hauk is building an ice and cold storage plant.

**Cullman—Fertilizer Factory.**—T. I. Humphrey and others have secured the required capital and will build a fertilizer factory.

**Fort Payne—Stove Works.**—A local company is negotiating for the Fort Payne Stove Works, and is successful in buying will operate the plant.

**Gadsden—Car Works.**—It is reported that the Elliott Car Works may employ 200 additional hands, making 500 in all.

**Jasper—Planing Mill.**—R. B. Spear and J. P. Miller will erect a planing mill and sash, door and blind factory.

**Marion—Water Works.**—The city is to issue bonds for water works. Address the mayor.

**Selma—Cotton Mill.**—The proposed \$100,000 mill company already noted has organized as the Selma Cotton Mill Co. with Ernest Lamar as president; S. D. Holt, vice-president, and Aaron Maas, secretary. Subscriptions to stock are now being solicited.

**Warrior—Coal Mine, etc.**—The property of the Hoene Consolidated Coal & Iron Co. has been sold to Henry Geotretre, representing the bondholders, for \$20,000.

## FLORIDA.

**Jacksonville—Cigar Factory.**—The Jacksonville Industrial Development Co. has about completed arrangements for the establishment of a cigar factory to employ 300 men. A three story brick building will be erected.

**Longwood—Electric Plant.**—The Florida Railway, Light, Power & Heat Co. has been incorporated to erect light and power plants, etc., with A. Meuser, of Longwood, as president; J. M. Saun-

ders, of Palm Springs, secretary-treasurer; capital stock \$400,000.

**Sanford—Wine Manufacturing.**—The Palmetto Wine Co. has been organized to manufacture and sell wine.

**St. Augustine—Bridge.**—Members of the St. Augustine & South Beach Railway Co. have acquired the charter of the St. Augustine Bridge Co., with permission to build a bridge to Anastasia Island.

**St. Augustine—Water Works, etc.**—It is proposed to issue \$150,000 in bonds to improve the water supply, pave streets, etc. Address the mayor.

**Tampa—Cigar Factory.**—M. A. Brummer & Co., of New York, will erect a cigar factory in Tampa, to have new building, three stories high, 30x50 feet.

## GEORGIA.

**Atlanta—Cottonseed Plant.**—The Planters' Cottonseed Co., lately chartered, proposes establishing plants at Port Royal, S. C., Brunswick, Ga., New Orleans, La., and Galveston, Texas. Address care of E. Van Winkle.

**Atlanta—Car Works.**—T. G. Henley has purchased the Atlanta Car Manufacturing Co.'s works for \$17,000.

**Brunswick—Laundry.**—J. S. Morris, of Jesup, has bought the Davis Laundry.

**Chattanooga—Shirt Factory.**—W. C., G. W. and A. E. MacDonald have started a shirt factory.

**Columbus—Cotton Mill.**—The Hamburger Cotton Mills Co. has increased its capital stock to \$100,000, and will put in 3000 more spindles.

**Cox—Crate Factory.**—A \$10,000 stock company will be organized to erect at Cox a factory for manufacturing a folding fruit and vegetable crate under the patent granted to Jno. Colville. The special machinery is now being made at Augusta under the superintendency of T. W. Dexter, and the plant will be in operation in ninety days. Building now in course of erection. Address T. W. Dexter at Augusta, Ga.

**Crawford—Cotton Mill.**—There is talk of a cotton mill being erected.

**Girard—Oil Mill.**—The Mutual Cotton Oil Co. will erect a mill.

**Girard—Oil Mill.**—The Columbus Fertilizer Co. will erect a large cottonseed-oil mill in Girard.

**Macon—Mercantile, etc.**—E. B., Jno. F. and Wm. Lewis and Mrs. P. L. Holmes have incorporated the Holmes Grocery Co. to transact a mercantile and manufacturing business; capital stock \$10,000.

**Oglethorpe—Telephone Lines.**—The Oglethorpe Electric Light Co. will construct telephone lines.

**Rockmart—Sienna Works.**—The Rockmart Sienna Co. has put in new machinery for cleaning and washing its ore.

**Rockmart—Slate Works.**—The Georgia Slate Co. has lately added new machinery.

**Savannah—Marine Railway.**—Incorporated: The Jones Marine Railway Co., by Joseph W. Jackson, Mrs. Frances A. Jones and Mrs. Florence Jackson, to do a general ship and water craft repairing business.

**Selma—Collar Factory.**—The Lankford Collar Co. will put in machinery for manufacturing its horse collars.

**Thomasville—Brick Works.**—T. M. McIntosh, Wm. Miller, S. L. Hayes, B. D. Fudge and others have incorporated the Thomasville Brick Co. to manufacture brick, etc.; capital stock \$10,000, privilege of increasing to \$25,000.

**Warrenton—Cannery.**—M. W. Fitzpatrick contemplates starting a cannery.

**White Hall—Trousers Factory.**—The White Hall Manufacturing Co. has been organized to establish a trousers factory of fifty dozen pairs daily capacity; machinery ordered; M. G. Mitchell is president, and Jno. R. White, secretary-treasurer.

## KENTUCKY.

**Bowling Green—Sugar Factory.**—Arrangements are being perfected to organize the Kentucky Beet Sugar Co. with a capital of \$1,000,000, and articles of incorporation are now being prepared. The company's purpose is to cultivate beets and manufacture sugar from same, and it is proposed to expend \$750,000 in a plant capable of handling 500 tons of beets in twenty-four hours, or fifty tons of granulated sugar. German experts and capitalists are interested. The Commercial Club can be addressed for information.

**Henderson—Laundry.**—C. H. Kleiderer and Emile Schlamp are equipping a steam laundry.

**Louisville—Mineral-water Plant.**—The Artesian Mineral Water Co., lately organized, is formed by J. A. and J. Flexner and M. C. Buxbaum to manufacture mineral and soda waters.

**Madisonville—Electric-light Plant.**—The city council has appointed committee to ascertain the cost of an electric-light plant. Address I. Bailey.

**Middlesboro—Coal Mines.**—The Fork Ridge Coal Co.'s property has been sold for \$10,000 to E.

Cockill, T. Cockill, Philip Swab, John Sanderson, Thomas Atkinson and Geo. W. Saulsberry. The plans of the purchasers have not yet been completed, but they will operate the property.

**Owensboro—Telephone Company.**—The Harrison Telephone Co. will be organized by J. R. Lancaster, J. W. Slaughter, J. H. Parrish, R. Monarch, Z. T. Robinson, Lawson Reno and others; capital stock to be \$20,000.

**Owensboro—Woolen Mill.**—The Owensboro Woolen Mill Co. is putting in twenty looms and other machinery.

## LOUISIANA.

**New Orleans—Artesian Well.**—The Southern Athletic Club will sink an artesian well.

**New Orleans—Manufacturing.**—Debol & Owen have prepared plans for a factory and warehouse to be erected for Hermann & Lanata, to be 75x250 feet in size, two stories, built of pressed brick, with store fronts, iron beams and girders, hand-power freight elevator, composition roof, to have a skylight 10x120 feet, galvanized-iron cornice, speaking tubes, gas fixtures and plumbing, incandescent lighting, window guards, iron stairs and crests; cost \$10,000.

**New Orleans—Paint Factory.**—The Whitehouse Paint Co., of Baltimore, Md., C. C. Hazlett, president, is erecting a steam paint factory in New Orleans to have daily capacity of 100 barrels.

**St. Martinsville—Soap Factory.**—The St. Martinsville Oil Works, Limited, has erected a building and will put in machinery for manufacturing soap.

## MARYLAND.

**Baltimore—Water Supply.**—The water board has engaged a consulting engineer for its proposed water-supply extensions; W. L. Kenly, chief engineer.

## MISSOURI.

**Independence—Telephone Exchange.**—Haley & English, of Quincy, Ill., propose establishing a telephone exchange in Independence.

**St. Louis—Land Company.**—The Instalment Land Co. of Missouri has been incorporated with a capital of \$50,000 by A. Q. Cameron, R. L. Rowden and F. Valle.

**St. Louis—Oil Mills.**—The United States Oil & Manufacturing Co. has been incorporated with \$15,000 capital by E. J. O'Brien, W. S. Mellen, R. J. O'Brien, E. J. Walker and P. Bulla. The object of the company is the manufacture of oils and lead.

**St. Louis—Theatre Company.**—The Oriental Theatre Co. has been incorporated with a capital of \$20,000 by William Richards, H. B. Wynkoop and C. W. Whitney, Jr.

**St. Louis—Manufacturing.**—L. Mulgardt, Commercial Building, has prepared plans for a factory to be erected for the Boyer Machine Co., to be four stories, built of brick, with stone foundation, have architectural ironwork, iron beams, steam heating, plumbing.

## NORTH CAROLINA.

**Charlotte—Laundry.**—The Charlotte Steam Laundry has put in additional machinery.

**Charlotte—Sash-cord Factory.**—O. A. Robbins, of Sumter, S. C., will remove his sash cord factory to Dilworth; will erect new one-story building 50x100 feet and employ thirty hands.

**Concord—Cotton Mill.**—It is reported that plans are wanted for a brick structure, three stories high and 18x60 feet, with limestone trimmings and iron roof and heavy floors metal-braced, to have roof tank and fire sprinklers on each floor, with complete outfit of shafting, hangers and belting, corders, spoolers, presses, converters, spindles and 200 looms for cotton mill; also power building one story high, to have set of 100 horse-power turbine water-wheels connected with machinery by belting. Address all bids and specifications to the Odell Manufacturing Co.

**Durham—Cotton Mill.**—The Erwin Mill is reported as to erect an addition and add 625 looms.

**Durham—Mercantile.**—The M. A. Angier Co. will be incorporated with a capital stock of \$5000.

**Durham—Knitting Mill.**—Geo. Graham is putting in machinery for a knitting mill.

**Elizabeth City—Cotton Mill.**—A \$100,000 company is proposed to organize for the erection of a 5000-spindle cotton mill, and \$70,000 has been subscribed. Address Oscar McMullen.

**Elizabeth City—Telephone System.**—The city has granted a 10-year franchise for telephone system.

**Franklin—Quarry.**—W. F. Burns will develop a granite quarry.

**Franklin—Cotton Mill.**—Another cotton mill is reported as to be built, and W. C. McGhee is mentioned in connection with it.

**Franklin—Cotton Mill.**—The Sterling Cotton Mill Co. has been organized with a capital stock of \$50,000, and placed order for a complete mill. Jno. F. Cannady is president; Wm. F. Green, vice-president, and S. C. Vann, secretary-treasurer.

**King's Mountain—Cotton Mill.**—The Crowder Mountain Cotton Mill is adding to its mill sixty looms and 1500 spindles.

**King's Mountain—Cotton Mill.**—The Enterprise Mill will add 2500 spindles.

**Mt. Holly—Cotton Mill.**—It is reported that a 25,000-spindle mill will be built.

**Salisbury—Rope Factory.**—J. Littman will establish a rope factory.

**Scotland Neck—Cotton Mill.**—The Scotland Neck Cotton Mills will put in more machinery.

**Scotland Neck—Electric-light Plant.**—The erection of an electric-light plant is talked of.

**Stice's Shoal—Cotton Mill.**—A. C. Miller, of Shelby; M. P. Pegram, of Charlotte; R. M. Oates and others will organize a company to erect a \$200,000 cotton mill at Stice's Shoal, on a good water-power.

## SOUTH CAROLINA.

**Charleston—Telephones, etc.**—The Carolina Mutual Telephone & Telegraph Co., noted last week, has incorporated to do a general telephone and telegraph business in Charleston and other places; the capital stock is \$30,000. Bailey & Leiby can be addressed.

**Clemson College—Cotton Mill.**—H. A. Strode, Stonewall Tompkins and C. A. Welch have incorporated the Calhoun Cotton Mills with a capital stock of \$50,000.

**Columbia—Cotton Mill.**—The Columbia Mills Co. will add 10,000 spindles to its mill.

**Darlington—Tobacco Factory.**—The Darlington Tobacco Manufacturing Co. has been incorporated by J. P. Burch, C. S. McCullough, L. S. Willings, W. J. Morehead and A. Nachman. The capital stock is to be \$10,000, and the object is to manufacture all kinds of chewing and smoking tobacco and cigars.

**Edgefield—Cotton Mill.**—It is reported that bids are wanted for a factory building of brick, 70x285 feet and two stories high, with hardwood floors and iron roof; also one one-story brick annex to contain a 140 horse power engine and boiler or two seventy horse-power boilers and a 400-light electric generator; steel or brick smokestack eighty feet high is required; main building to contain 15,000 spindles, 400 looms, with carders, spoolers, presses, etc., complete; to have steam heat and electric light. Address J. C. Sheppard. Mr. Sheppard is one of the incorporators of the Edgefield Cotton Manufacturing Co.

**Fort Worth—Hotel Company.**—The McLean & Mudge Hotel Co., capital stock \$50,000, has been incorporated by Jas. W. McLean, Jas. W. Mudge and others.

**Greenwood—Cotton Mill.**—The Greenwood Cotton Mill Co. intends to double the capacity of its plant; now has 5000 spindles and 168 looms.

**Greenwood—Gold Mines.**—Mr. A. W. Humphreys is now putting in machinery with which to operate a gold mine near Greenwood.

**Hampton—Cotton Mill.**—Endeavors are being made to organize a cotton-mill company, and over \$23,000 has been subscribed. J. A. Lightsey can be addressed.

**Lancaster—Cotton Mill.**—The proposed mill company has been incorporated as the Lancaster Cotton Mills, with a capital stock of \$150,000, by Leroy Springs, R. E. Wylie, W. T. Gregory and others.

**Prosperity—Cannery.**—The Prosperity Canning Co. will double its plant.

**Prosperity—Cotton Mill.**—The new \$50,000 cotton-mill company is known as the Prosperity Mill; George E. Hawkins, president.

**Rock Hill—Cotton Mill.**—R. T. Fewell has organized a \$100,000 company to erect a cotton mill.

**Spartanburg—Corn Mill.**—J. O. Erwin will erect a corn mill.

**Sumter—Warehouse Company.**—The Sumter Tobacco & Cotton Warehouse Co. has been incorporated with a capital stock of \$5000.

**Sumter—Cotton Mill.**—It is reported that the Sumter Manufacturing Co., Neil O'Donnell, president, will require bids for erecting a three-story brick factory building with galvanized-iron cornice, iron roof, fire shutters, double floors, fire-escape, roof tank and fire sprinklers and two platform elevators operated by steam power; mill to contain full equipment of looms, spindles, spoolers, carders, converters, presses, etc., for loom mill, with electric light and steam heat throughout; also a one-story engine-house to contain one 125 horse-power engine and boiler, with brick smokestack; also one two-story brick office, with iron roof and oiled pine inside finish.

**Walterboro—Land Company.**—A charter has been issued to the Carolina Land & Improvement Co.

## TENNESSEE.

**Chattanooga—Tannery.**—O. L. Lockwood, of Davis, W. Va., has removed to Chattanooga, where he contemplates locating a \$50,000 tannery.

**Chattanooga—Water Tower.**—Engineer Betts is



drawing plans for a water tower to be built of iron and stone, thirty feet square at base, sixty feet high, and have capacity of 30,000 gallons.

**Harriman-Land Company.**—The Southern Development Co. has been organized with W. T. Smith, president, and R. F. Wells, secretary-treasurer, for the development of the industrial resources of Harriman and vicinity.

**Jackson-Telephone System.**—Sealed proposals will be received at office of City Engineer S. C. Lancaster until 15th day of May for the privilege of erecting the necessary poles, wires, etc., on and over the streets and alleys of the city and operating a telephone exchange. Specifications and forms of proposals can be had on application to A. Bensinger.

**Jackson-Bridge.**—The county court will build a bridge over Lick run; contract about let; G. B. Crow, clerk.

**Johnson City-Heading Factory.**—Lide & Harris are just completing a slack barrel heading factory.

**Lewisburg-Pencil Factory.**—The American Lead Pencil Co. (429 Broom street, New York) will erect a factory at Lewisburg to employ 200 or 300 hands; Andrew Chapman, local manager.

**Memphis-Telephone Company.**—The Southern Standard Telephone Co., with a capital stock of \$4,000,000, to operate in Tennessee, Kentucky and the Carolinas, has been organized. The board of directors includes Alex. Montgomery, Covington; W. N. Haldeman, Charles D. Pierce and M. Muldoon, Louisville; A. D. Gwynne, M. Gavin, R. A. Parker and W. J. Crawford, Memphis.

**Murfreesboro-Electric-light Plant.**—The legislature has passed a bill authorizing the city to issue bonds for an electric-light plant. Address the mayor.

#### TEXAS.

**Brenham-Water Extensions.**—The city will extend its water mains.\*

**Caldwell-Oil Mill and Gin.**—A stock company is being organized to erect a cotton gin and cottonseed-oil mill.

**Calvert-Oil Mill, etc.**—J. H. Gibson & Co. have let contract for a cottonseed-oil mill and will use new pressing machinery in their gin plant.

**Coleman-Water Works.**—A system of water works will be constructed. Contract is reported as let to J. M. Carter, of Bowie.

**Galveston-Bridge.**—Arrangements have been completed by B. F. Yoakum to rebuild the Gulf, Colorado & Santa Fe Railroad bridge across West bay. Work will begin at once by Mr. J. W. Byrnes. The contract specifies that the piling shall be creosoted, twenty-four pounds to the cubic foot. The cost of the entire bridge is to be about \$70,000.

**Heidenheimer-Printing Works.**—The Heidenheimer Printing Co., capital stock \$2000, has been incorporated by U. P. Gresham, J. W. Spence, J. L. Tally and J. S. Perry.

**Italy-Water Works.**—The Italy Water Co., for the purpose of conducting a water works system, manufacturing of ice and the management of a natatorium, has been incorporated with a capital stock of \$20,000; directors, J. V. Clark, C. E. Wood, R. C. Mitchell, G. H. Hamlett and Leon Levy.

**El Paso-Cigar Factory.**—The La Flor de Mexico Cigar Manufacturing Co., capital stock \$25,000, has been incorporated by J. P. Dieter, Fred G. Lemly and C. Bremme, all residents of El Paso.

**Fort Worth.**—The Worth Hotel Co., capital stock \$50,000, has been incorporated by W. P. Hardwick, Winfield Scott, J. M. Bass, W. G. Turner and W. S. Davis.

**Galveston.**—The Rembert Lint Cotton Cleaner Manufacturing Co., capital stock \$300,000, has been incorporated by Edward McCartney and Thomas T. Howard, of Galveston, and Henry Rembert, J. H. D. Woodbridge and G. B. Robinson, of Willis.

**Willis-Mercantile.**—The Carson-Morris Co., for the purpose of conducting a general mercantile business, capital stock \$75,000, has been incorporated by A. W. Morris, of Bowers; W. T. Carter, of Barnum; Nellie M. Carson, of Willis; C. H. Jones, of Galveston; J. W. Tomlinson, of Willis.

#### VIRGINIA.

**Roanoke-Foundry, etc.**—A charter has been granted to the Engleby & Brother Co. with Jos. T. Engleby as president; John Engleby, vice-president and treasurer, and Thomas L. Engleby, secretary. The company will continue the business of Engleby & Bro. and also conduct a general foundry.

**Roman-Machine Shop.**—D. E. Cave is building a blacksmith shop.

**Rural Retreat-Lead Deposits.**—The Southwest Virginia Mining Co. has a report of its property in Rye valley which shows four veins of very rich lead and extending two-thirds of a mile through the property.

**Salem-Woolen Mill.**—The Holstein Woolen Co. has put new in looms and jacks.

#### WEST VIRGINIA.

**Academy-Marble Quarry.**—Wm. L. McNeel will develop a marble quarry.

**Charleston-Lumber Mills, etc.**—The West Virginia Tanbark & Lumber Co., to buy, sell and manufacture tanbark, lumber, etc., has been incorporated by G. O. Chilton, C. M. Alderson, A. M. Hamilton, J. E. Chilton and J. B. White; capital stock \$500,000.

**Hinton-Telephone Line.**—The Hinton Telephone Co., lately chartered, has organized with P. K. Litsinger, president; J. Alex. Parker, vice-president, and J. M. Ayres, secretary. The line will be constructed at once.

**Parkersburg-Machine Works.**—Sig. Marens has purchased the Parkersburg Engine and Foundry Works for \$6000.

**Roaring Creek-Saw Mills.**—Mabie & McLure, of Pittsburgh and Tidiant, Pa., have purchased 7000 acres of timber land near Roaring Creek, and will erect mills to cut the timber.

**Salem-Water Works.**—Contract for constructing water works for the city has been let to Hoge & White, of Wheeling.

**Salem-Electric-light Plant.**—A company is proposed to erect electric-light plant and a committee has been appointed to ascertain cost.

**Wheeling-Cannery.**—The Windsor Fruit Co. has been organized to establish a cannery.\*

**Wheeling-Oil Wells, etc.**—The Whitaker Oil & Land Co. has been chartered to deal in oil and oil lands, coal, gas, etc. The capital stock is \$10,000, with privilege of \$50,000. The incorporators are N. E. Whitaker, G. W. Atkinson, A. C. Whitaker and G. W. Atkinson, Jr., all of Wheeling, and C. D. Elliott, of Sutton.

**Wirt County-Oil Wells.**—Sayre & Chapman, of Pittsburg, Pa., have leased the Island Run farm in Wirt county and will sink oil wells.

#### BURNED

**Atlanta, Ga.**—The Woodward Lumber Co.'s mill; loss \$40,000.

**Baltimore, Md.**—Jacob Wheatfield's box factory; loss \$20,000.

**Crawford, Ala.**—Wm. Rutledge's saw and planing mill and gin; loss \$2500.

**New Braunfels, Texas.**—H. Lesen's opera-house; loss \$8000.

**Pratt City, Ala.**—The city hall, hotel and other buildings; loss \$50,000.

#### BUILDING NOTES.

**Atlanta, Ga.—Hotel.**—The hotel proposed by F. J. Ansley is to be built at once, to cost \$200,000. Golucke & Stewart will prepare the plans.

**Atlanta, Ga.—Hotel.**—A. B. Steele will erect a hotel, five stories high, 50x125 feet, 200 rooms, after plans by Bruce & Morgan.

**Atlanta, Ga.—Hotel.**—Geo. S. May will remodel his dwelling into a 20-room hotel.

**Atlanta, Ga.—Temple.**—The Masonic Temple Co. will erect a temple; W. F. Parkhurst, president.

**Baltimore, Md.—Depot.**—The Baltimore & Ohio Railroad will erect a temporary depot on Bolton lot.

**Baltimore, Md.—Postoffice Building.**—There is talk of a postoffice building being erected at Catonsville. Address S. D. Warfield, postmaster.

**Baltimore, Md.—Auditorium.**—Jas. L. Kernan has decided on plans for the alteration of the auditorium, details of which will be arranged at once; about \$100,000 will be expended.

**Baltimore, Md.—Hospital.**—A hospital addition with all improvements costing from \$50,000 to \$100,000, will be built by the Southern Homeopathic Medical College. Plans are ready. Address John T. Graham, chairman of directors.

**Charlotte, N. C.—Warehouse.**—S. M. Howell contemplates building a large fire-proof warehouse.

**Covington, Ky.—Engine-house.**—Architect Segar has prepared plans for the proposed \$4000 engine-house. Address the mayor.

**Denton, Texas.—Courthouse.**—The commissioners' court has ordered the erection of a new courthouse. Address the clerk.

**Fort Worth, Texas.—Mercantile Building.**—Winfield Scott and E. B. Harrold have awarded contract for the erection of a three-story brick building to cost \$45,000.

**Greenville, Miss.—Mill Building.**—See Machinery-Wanted item under "Oil Mill."

**Greenville, S. C.—Residence.**—W. J. Graham will erect a \$5,000 residence.

**Kansas City, Mo.—Dwellings, etc.**—Guinotte & Edwards have prepared plans for a residence, to have shingle roof, yellow-pine finish wood mantels, pneumatic bells, gas fixtures, plumbing, washstands, water-closet fixtures. The same architects have prepared plans for a residence, to have shingle roof, wood mantels, pneumatic bells, gas fixtures, plumbing, washstands, water-closet fixtures. C. B. Martin has prepared plans for a residence for E. E. Beach, to have shingle roof, oak and white-pine finish, wood mantels, plate glass, speaking tubes, electric bells, grates, furnace, bathroom outfit, plumbing, washstands, water-closet fixtures; cost \$4000. Same architect has plans for residence for J. C. Tomlin, to have shingle roof, wood mantels, plate glass, speaking

tubes, electric bells, furnace, bathroom outfit, plumbing, washstands, water-closet fixtures; cost \$3000. Same architect has plans for residence for C. T. McDermot, to be 33x50 feet in size, two stories, built of frame, have shingle roof, wood mantels, plate glass, speaking tubes, electric bells, grates, furnace, bathroom outfit, washstands, water-closet fixtures; cost \$3000.

**Knoxville, Tenn.—Clubhouse.**—The Osoli Circle contemplates building a clubhouse.

**Little Rock, Ark.—School.**—Sealed proposals are invited for the erection and enclosure of an eight-room school building. Bids will be opened May 20. Plans and specifications can be seen at the office of T. H. Harding, architect. Address J. Niemeyer, chairman.

**Little Rock, Ark.—Store, etc.**—W. G. Whipple will build a two-story building, to have steam heat, electric light and bells, baths, etc. Plans are being prepared.

**Little Rock, Ark.—Dwelling.**—Rickon & Thompson are preparing plans for a \$5000 cottage for W. E. Hemin way.

**Louisville, Ky.—Dwellings.**—Boyle & Struby have prepared plans for a store and flat building for John Greenburg, to have galvanized-iron cornice, electric bells and lighting, etc.; cost \$5000. Same architects have plans for two residences for Emma C. Morris, to have galvanized-iron cornices, iron mantels, electric bells, bathroom outfits; cost \$5000.

**Louisville, Ky.—Storehouse.**—Drach, Thomas & Bohne have prepared plans for a storehouse for Mary A. Tens, to be 25x197 feet in size, four stories, built of brick and terra-cotta, with stone foundation and trimmings, have composition roof, galvanized-iron cornices, iron beams and shutters, blinds, speaking tubes, electric bells and lighting, gas fixtures, hydraulic passenger elevator, automatic sprinklers, plumbing, washstands water-closet fixtures; cost \$15,000.

**Louisville, Ky.—Warehouse.**—M. J. Wilson has prepared plans for a warehouse and store for M. Mayer, to be 23x100 feet in size, four stories, built of brick, have tin roof, galvanized-iron cornice, iron beams and shutters, plate glass, blinds, speaking tubes, electric lighting, gas fixtures, one hydraulic freight elevator, plumbing, washstands, water-closet fixtures; cost \$5000.

**Maysville, Ky.—School.**—The city will build a new schoolhouse to cost \$7000.

**Monroe, La.—Hotels.**—D. Williams, of Knoxville, Tenn., and J. B. Foray, of Shreveport, each contemplate building a hotel in Monroe.

**Newbern, N. C.**—Proposals for piling for foundation of the postoffice and courthouse building will be received until May 29 by W. M. Aiken, supervising architect, Washington, D. C. (See advertisement in MANUFACTURERS' RECORD.)

**New Orleans, La.—Dwellings.**—Louis Rice will build three two-story residences to cost \$9600; James W. Kinbury, a two-story frame house to cost \$5000.

**New Orleans, La.—Building permits** have been granted to M. Sanders to erect a frame dwelling to cost \$3300; to L. B. Ogden, to erect a two-story frame dwelling to cost \$3500.

**New Orleans, La.—Dwellings, etc.**—A. H. Moise has prepared plans for a residence for Max Blanchard, to have electric bells and lights, galvanized-iron cornice, marble and cabinet mantels, plumbing and gas fixtures, invalid elevator, hot-air heating, laundry fixtures, etc.; cost \$6000. Same architect has plans for residence for F. M. Miller, to have slate roof, electric lighting and bells, hot-air heating, hard-oil finish, plumbing and gas fixtures, etc.; cost \$7000. Dibon & Owen have prepared plans for three double cottages for Hermann & Lanata, to have bathroom outfit, laundry fixtures, electric bells, etc.; cost \$3500 each. Same architects have prepared plans for residence for Mrs. Jacob Born, to have electric bells and lighting, galvanized-iron cornice, laundry fixtures, invalid elevator, speaking tubes, hot-air heating, etc.; cost \$6375. Charles E. Dir-meyer, Jr., has prepared plans for residence for Mrs. Mullen, to have electric bells and lighting, galvanized-iron cornice, laundry fixtures, hot-air heating, iron fence, etc.; cost \$7000. C. J. Reynes has prepared plans for two double cottages, to have electric bells, laundry fixtures, etc.; total cost \$7000.

**Ocean City, Md.—Hotel.**—The Sinepuxent Beach Co., 615 Equitable Building, Baltimore, Md., will consider plans for its proposed hotel, lately noted, to be built of stone and ornamental terra-cotta and shingles, with slate roof, four stories high, hardwood and oil inside finish, inside and outside blinds, and cement cellars, to have two passenger elevators, ornamental staircase, paneled dining and reading rooms, frescoed chambers, hot and cold water on each floor, sanitary water-closets, French bathtubs, marble lavatories, slab urinals, inside and outside fire escapes and fire-proofing in partitions and floors, steam laundry fixtures and power plant, hotel range and kitchen outfit, hardwood and plate-glass bar fixtures, tiled fire-places, electric bells and fire-alarm, steel-lined vault for valuables, and electric-light plant; cost complete \$120,000.

**Richmond, Ky.**—Proposals will be opened on June 14 for stone and brickwork, roofing, etc., on postoffice building. Address Wm. Martin Aiken,

supervising architect, Washington, D. C. (See advertisement.)

**Sevierville, Tenn.—Courthouse.**—The committee has agreed on plans for the proposed courthouse. The building is to be constructed of brick, stone and iron, and have six fire-proof vaults, steam heat and other modern conveniences. Address the county clerk.

**South Pittsburg, Tenn.**—Brittain Bros. have let contract to Patton & Bradshaw for the erection of a business building.

**Spencer, W. Va.—School.**—Architect J. B. Stewart, of Huntington, has prepared plans for a schoolhouse to be erected at Spencer for the Independent school district of that place, to be 65x84 feet in size, two stories, built of brick, with stone foundation and trimmings, have galvanized-iron cornice, slate blackboards, school furniture, hot-air heating; cost \$8000. The plans can be seen at the office of the architect or at the office of the school board at Spencer, W. Va., up to May 15.

**St. Louis, Mo.—Boiler-house.**—E. Jungenfeld has prepared plans for a boiler-house and tunnel 8x6x106 feet for the Convent of the Good Shepherd, to be fire proof, 60x81 feet in size, one story, built of brick, with stone foundation and trimmings, have composition roof, architectural iron work, iron beams, plumbing.

**St. Louis, Mo.—Opera-house.**—C. W. Kellogg & Son are preparing plans for a \$50,000 opera-house to be built by Months Hilton; building is to have electric lights, seating capacity of 1600, steam heat, fire apparatus, etc.

**St. Louis, Mo.—Warehouse.**—Grable, Weber & Groves have prepared plans for a warehouse to be erected on Fourth and Elm streets for R. & I. C. Wells, to be 60x151 feet in size, six stories, built of brick, with stone foundation, have composition roof, architectural iron work, steam elevator, plumbing.

**St. Louis, Mo.—Barnett, Haynes & Barnett** have prepared plans for five dwellings for H. Elliot, Jr., to have slate roofs, mantels, electric bells and lighting, grates, furnaces, bathroom outfits, plumbing, washstands, water-closet fixtures; cost \$30,000. E. G. Remmers has prepared plans for flat for Wittenberg Brothers, to have composition roof, mantels, electric bells, grates, bathroom outfit, plumbing, water-closet fixtures; cost \$5000. J. M. Dunham has prepared plans for residence and store for J. McEllmeney, to have architectural iron work, mantels, electric bells, grates, bathroom outfit, plumbing, washstands, water-closet fixtures; cost \$4000. W. A. Lovejoy has prepared plans for a flat building for C. A. Casey, to have composition and slate roof, mantels, electric bells, bathroom outfit, plumbing, water-closet fixtures; cost \$10,000. J. C. Rankin has prepared plans for a flat building for D. J. Duffy, to have composition and slate roof, mantels, electric bells, grates, bathroom outfit, plumbing, washstands, water-closet fixtures; cost \$10,000. J. L. Wees has prepared plans for a store and dwelling for E. E. Rethweiler, to have composition and slate roof, mantels, electric bells, bathroom outfit, plumbing, washstands, water-closet fixtures; cost \$12,000. Sudhoelter & Woolbrink have prepared plans for a flat for J. A. Dorn, to have composition roof, mantels, electric bells, grates, bathroom outfit, plumbing, water-closet fixtures; cost \$3000. Kluthe & Boeke have prepared plans for a dwelling, to have electric bells, furnace, etc.; cost \$4000. A. M. Biecke has prepared plans for a flat, to have composition roof, mantels, electric bells, steam heating, etc.; cost \$15,000. Eames & Voeng have prepared plans for addition and alterations to dwellings for Geo. H. Madill, to have slate roof, mantels, blinds, electric bells, grates, asbestos, steam heating, washstands, water-closet fixtures; cost \$15,000. C. C. Helmers has prepared plans for two dwellings for Mrs. A. Carey, to have electric bells, grates, furnaces, bathroom outfits, plumbing, washstands, water-closet fixtures; cost \$10,000. Balsen & Co. have prepared plans for two residences, to have slate roof, mantels, electric bells, grates, furnace, bathroom outfit, plumbing, washstands, water-closet fixtures; cost \$8000. W. H. Foster has prepared plans for a dwelling for Ehrler & Krieter, to have slate roof, mantels, electric bells, grates, furnace, bathroom outfit, plumbing, washstands, water-closet fixtures; cost \$5000.

**St. Louis, Mo.—Bank Building.**—Henry I. Cobb, of Chicago, is preparing plans for a 17 story bank, store and office building at Eighth and Olive streets for the Olive Building Association, estimated to cost \$700,000. J. C. Richardson, Jacob Christopher and W. T. Simpson are interested.

**St. Mary's, W. Va.—School.**—Sealed proposals will be received by the board of education of Washington district, Pleasants county, W. Va., until May 20 for the brickwork, carpenter work, plastering, roofing and painting of a six roomed brick school building. Plans and specifications can be seen at the office of the board of education. Address John A. Patterson.

**Terra Cotta, D. C.—Storage-house.**—Thos. Somerville, Jr., will enlarge his storage-house at a cost of \$5000.

**Toccoa, Ga.—Auditorium.**—G. W. Hitt has contract to build an auditorium.

**Washington, D. C.—Dwellings.**—Mary Gibbs will erect brick dwelling to cost \$4500; Wm. A. Hun-



gerford, three-story brick dwelling to cost \$5300, and T. T. Keane, three story brick dwelling to cost \$4500.

**Washington, D. C.**—Building permits have been issued to the Catholic University to erect a two-story and attic frame building to cost \$5500; John Connor, to erect two brick dwellings to cost \$2300, and B. J. Edwards, to erect a brick dwelling to cost \$4500.

**Zebulon, Ga.**—**Courthouse.**—Sealed bids will be received up to 12 o'clock noon, June 4, for the erection complete of a courthouse after plans and specifications prepared by Golucke & Stewart, architects, of Atlanta, Ga. Plans can be seen at the following places: Newton Coal & Lumber Co., Griffin, Ga.; office of ordinary of Pike county, Zebulon, Ga.; office of Golucke & Stewart, architects, Atlanta, Ga. Address all bids to J. T. Cadenhead, chairman county commissioners.

## RAILROAD CONSTRUCTION.

### Railroads.

**Belton, Texas.**—The business men of Belton are endeavoring to organize a company to build a line to McGregor, Texas.

**Bunkie, La.**—President F. M. Welch, of the St. Louis, Avoyelles & Southwestern road, is considering its extension to Baton Rouge. The line is now being built between Bunkie and Simsport.

**Charleston, W. Va.**—Gov. W. A. MacCorkle, G. O. Chilton and Reginald Jackson, of Charleston, are interested in a proposed road from the mouth of Porter's creek, on Elk river, to a point on Gauley river in Nicholas county. The name of the company is the Porter's Creek & Gauley River.

**Charleston, S. C.**—The South Carolina & Georgia Company has secured options on property on the harbor with the view of having an independent line to the water front and having its own docks and wharves. Vice-President Parsons is interested.

**Crossville, Tenn.**—Tracklaying on the Tennessee Central, of which Hon. Jere Baxter, of Nashville, is president, has begun in Roane county. W. H. Fennell, of Baltimore, has the contract for seven miles of the work.

**Denison, Texas.**—The Denison & Pacific Suburban Road Co. has been incorporated with a capital stock of \$10,000 to build a road from Denison to some point on the Texas & Western. The incorporators are R. C. Shearman, Paul Waples, A. W. Acheson, A. H. Coffin and others.

**Fayetteville, Tenn.**—The people of Fayetteville have decided to subscribe to stock in the proposed line from Decatur, Ala., into Tennessee, and in which G. Crebbs, of Kirkville, Mo., is interested.

**Fernandina, Fla.**—The senate has passed a bill granting 1,170,000 acres of State lands to the Fernandina Western Company if it builds its road from Fernandina to Jasper. C. M. Cook is engineer.

**Galveston, Texas.**—The Gulf, Colorado & Santa Fe has arranged to rebuild its wooden-pile bridge across Galveston bay at a cost of \$70,000. B. F. Yoakum is general manager.

**Galveston, Texas.**—Grading of the Galveston, La Porte & Houston road has been completed to Galveston bay, and tracklaying is to begin at once. Material is being secured for a bridge across the bay, over which the line will enter Galveston. J. Waldo is vice-president.

**Huntington, W. Va.**—The county will vote June 22 on the question of issuing \$50,000 in bonds to aid the project of building a railroad along the Guyandotte river. New York parties are said to be promoting the plan.

**Manistee, Ala.**—The Bear Creek Mill Co. advises the MANUFACTURERS' RECORD that its line will extend from Manistee to Repton, Ala., fifteen miles. It will be a standard-gauge road to connect with the Louisville & Nashville.

**Montgomery, Ala.**—Pres. S. D. Bloch, of the proposed Montgomery, Hayneville & Camden road, advises the MANUFACTURERS' RECORD it will be about seventy-five miles long. Six per cent. bonds at the rate of \$125,000 per mile will be issued to pay for its construction.

**Montgomery, Ala.**—The Tallapoosa Falls Manufacturing Co. has surveyed a railroad from its cotton mills near the city to a point on the Savannah, Americus & Montgomery road near Sledge station.

**New Orleans, La.**—The New Orleans Western, recently chartered, it is stated, is to be built to a point on the Mississippi river, below New Orleans, to haul cotton and other exports to ocean vessels to be loaded at docks to be constructed. E. H. Farrar represents the syndicate interested.

**Oak Hill, W. Va.**—The secretary of state has chartered the Glen-Glen, Lower Loup Creek & Deep Water Railroad Co., which proposes to construct a railroad beginning at or near Glen Glen, on Upper Loup creek, in Fayette county, and run thence by the most practicable route along White oak creek and Lower Loup creek to its mouth, crossing the Kanawha river at a point on the Kanawha & Michigan Railroad opposite the mouth of Lower Loup creek. The principal office is to be at Oak Hill, in Fayette county. The incorpor-

ators of the company are J. M. Richards, of Oak Hill; John E. Preston, Miss Jennie Price and Miss Maggie Price, of Lewisburg; J. W. Davis, of Coffman, and S. L. Price, of Frankford, Md.

**Pickens, W. Va.**—Hon. J. N. Camden advises the MANUFACTURERS' RECORD that the Pickens Company will build the proposed Pickens & Addison road between the points named. It will pass through an extensive timber section. G. M. Whitescarver is president.

**Prattville, Ala.**—J. W. Worthington, of Montgomery, has secured the contract to build the 11-mile branch of the Louisville & Nashville from Cossada Station to Prattville.

**Reidsville, Ga.**—F. T. Lockhart, of Augusta, Ga., is promoting a road from Reidsville to Collins, Ga. Business men of Reidsville will take stock in the company to be organized.

**Sedalia, Mo.**—The Missouri, Kansas & Texas is surveying a line from Sedalia to Kansas City. Chief Engineer Wilson is in charge of it.

**Southport, N. C.**—W. A. Ray, the president, and John P. Neal, secretary of the Southport & Western Company, are considering an offer to build a branch of their proposed road into Wilmington. The main line is projected to a point in South Carolina.

**Waco, Texas.**—The Missouri, Kansas & Texas will reballast its roadbed with gravel from Taylor to Fort Worth.

**Watauga, Tenn.**—The plan to build a railroad into Unicoi county has resulted in the formation of the Watauga Railroad Co., in which Ernest Law, C. T. Thompson and J. H. Barr are interested. The line will begin in Washington county, on the Ohio River & Charleston road, and extend along Gap creek and Little Doe river valleys.

**Winston-Salem, N. C.**—The Marianhad Springs Railway Co. has secured a franchise to build its proposed steam dummy line three and a-half miles into the suburbs, and is making surveys of the route.

### Electric Railways.

**Atlanta, Ga.**—The Consolidated Traction Co., of Atlanta, has received permission to make several extensions to its electric system. Joel Hurt may be addressed.

**Baltimore, Md.**—The City Passenger Railway Co. has decided to extend its Hall's Springs electric line one and one-half miles. The White-Crosby Co. has the contract. Walter Franklin is president of the railway company.

**Bowling Green, Ky.**—The street-railway project has reached a point where work is about to begin. The line is about five miles long. Mr. H. Crump, secretary of the Commercial Club, is interested.

**Charleston, S. C.**—Julian Fishburne is interested in a company now being formed to construct an electric street railway in Charleston; also to Summerville and to factories in Charleston suburbs. Geo. K. Wright, of New York, is also interested.

**Greenville, S. C.**—W. A. Hudson and J. C. Smith, with Atlanta parties, are endeavoring to secure a franchise to build an electric road in the city.

**Kansas City, Mo.**—The directors of the Kansas City & Independence Air Line road are considering the idea of using the trolley system and hauling freight and passenger trains by electric locomotives. The road is about six miles long. A. A. Mosher is president.

**Palm Beach, Fla.**—A company is to be formed to build an electric road along the east bank of Lake Worth from Palm Beach.

**Pikesville, Md.**—The Pikesville, Reisterstown & Emory Grove electric line has been opened to Glyndon, Md.

**Richmond, Va.**—The city-council committee has decided in favor of having the Jenkins conduit system used on the electric line proposed through Broad street to Chimborazo Park. The line will include the construction of a steel viaduct. Edmund Pendleton, Jr., represents the company, and L. H. Hyer is engineer.

**Sanford, Fla.**—J. M. Saunders, A. Meuser and others have received a franchise to construct their proposed electric line in Sanford, also between Longwood and Sanford. The title of the company is the Florida Railway, Heat, Light & Power Co., and its capital \$300,000.

**St. Louis, Mo.**—The People's Railway Co., of which Charles Green is president, is considering the plan of an underground electric conduit road.

The William Powell Company, manufacturer of plumbers' brass goods, at Nos. 225-231 Spring Grove avenue, Cincinnati, Ohio, advises the MANUFACTURERS' RECORD that at present it has more business than it can possibly attend to, and has been obliged to largely increase its shop force. This is a good indication of the demand for work turned out by this concern.

The Westinghouse Machine Co. has let contracts for its new shops at East Pittsburgh. The main building is one of the largest in the country, and is 60x230 feet in dimensions. Another building of 2,000 feet will contain the hammer shop and power plant. The company finds it absolutely necessary to construct this plant to meet the constantly-increasing requirements of its machines.

## Machinery, Proposals and Supplies Wanted.

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.**

**Boiler and Engine.**—Wanted, twenty horse-power engine and boiler combined, second-hand. Address R. W. Norris, Laurel, Md.

**Boiler and Engine.**—Harris, Clements & Co., Dahlonaga, Ga., want a thirty-five horse-power boiler and ten horse-power engine. (See pump.)

**Boiler and Engine.**—The Pottersburg Tile Co., Pottersburg, Ohio, is in the market for a second-hand twenty to thirty horse-power engine and boiler.

**Building Material.**—The Planters' Warehouse Co., Mullins, S. C., wants skylights.

**Canning Machinery.**—M. W. Fitzpatrick, Warrenton, Ga., wants information concerning canning and machinery for same.

**Canning Machinery.**—Donaldson Bros., Georgetown, S. C., wants information concerning canning, cost of machinery, etc.

**Canning Machinery.**—The Windsor Fruit Co., Wheeling, W. Va., wants to buy canning machinery.

**Cannery Supplies.**—The Eufaula Canning Co., Eufaula, Ala., will need labels and cans.

**Cotton-mill Machinery.**—Prosperity Mills, Prosperity, S. C., will want complete outfit for manufacturing yarn and cloth; Geo. E. Hawkins, president.

**Cotton-mill Machinery.**—See Construction Department items under Sumter, S. C., Edgefield, S. C., and Concord, N. C.

**Crane.**—Wanted, a locomotive crane of ten tons capacity; second-hand one in good condition will do. Address Gates Iron Works, 650 Elston avenue, Chicago, Ill.

**Crushers.**—W. P. Laramore, Cartersville, Ga., wants to correspond with manufacturers of or dealers in crushers for gravel, chert, etc.

**Crushing Machinery.**—Jno. Martin, Cleveland, Ga., will buy a 10 stamp mill.

**Electric Lighting.**—Bids will be received at the office of the board of public works on May 23 for lighting the streets of the city with 200 or more electric lights of 2000 candle-power each for the term of one or five years; Reys Jones, chairman, Knoxville, Tenn.

**Electric Motor.**—Wanted, one-half horse-power motor, either arch or 220 volt; must be in good condition. Address W. E. Everhart, Oehm's Acme Hall, Baltimore, Md.

**Electric-light Plant.**—Wanted, estimates on complete electric-light plant for the city of Madisonville, Ky., to furnish sixty-five arc lights of 2000 candle-power each and 500 incandescent lights of sixteen candle-power each. Address I. Bailey.

**Electric light Plant.**—Fletcher Allen, Kosse, Texas, will buy complete electric-light plant, including fifty horse-power engine, sixty horse-power boiler, 500-light dynamo, 3000 pounds wire, 250 lamps, with sockets, insulators, brackets and arms.

**Engine.**—The A. J. Neimeyer Lumber Co., Waldo, Ark., is in the market for a good second-hand engine of 150 horse-power.

**Engine.**—Wanted, quotations on a second-hand Corliss engine, with cylinders 20x36, 20x42 and 20x48. Address the Cameron & Barkley Co., Charleston, S. C.

**Engines.**—The West Point Iron Works, West Point, Ga., is in the market for a 120 horse-power Corliss engine and one of 150 horse-power, new or second hand.

**Furniture.**—The I. O. O. F., Crisfield, Md., will want opera seats for opera-house.

**Hydraulic Ram.**—Arno J. Hodges, Woodville, Texas, wants prices on hydraulic ram or engine.

**Ice Plant.**—Wanted, bids on a 30-ton ice plant. Address Joe Cooley, San Antonio, Texas.

**Laundry Outfit.**—C. E. Rhyne, Gastonia, N. C., wants to know cost of small steam laundry, complete outfit.

**Machine Tools.**—Lock Box 1029, Galion, Ohio, wants to buy a second-hand planer or surfacer, a band saw and a power punch for punching heavy steel plate.

**Oil Mill.**—The Planters' Cottonseed and Crushing Association, Greenville, Miss., will need complete outfit for a 100-ton mill, including buildings and machinery; plans solicited for approval.

**Pipe, etc.**—Sealed bids will be received and

opened on the 27th day of May at 4 o'clock for furnishing the city of Brenham water works with material, pipe, etc., for extending water mains. If any further information is desired by bidders, correspond with J. A. Wilkins, mayor of Brenham, Texas.

**Planer and Matcher.**—Wanted, a second-hand planer and matcher of modern design; must be in perfect order; low price. Address the Alabama & Georgia Lumber Co., Montgomery, Ala.

**Pump.**—Harris, Clements & Co., Dahlonaga, Ga., want a pump to throw ten inches of water 2100 feet, and 250 feet pressure. (See boiler and engine.)

**Rails, etc.**—Wm. Cameron, Waco, Texas, will buy steel rails and skidders.

**Rolling Stock, etc.**—The Augusta Southern Railway Co. is in the market for locomotives and cars for a standard gauge road. James U. Jackson, at Augusta, is president.

**Roofing.**—Wm. Cameron, Raceland, La., will want galvanized-iron roofing.

**Saw Mill, etc.**—Jno. Martin, Cleveland, Ga., will buy saw mill, engine, piping, etc.

**Scales and Trucks.**—The Planters' Warehouse Co., Mullins, S. C., wants warehouse scales and trucks.

**Scales.**—The Milledgeville Oil Co., Milledgeville, Ga., wants to buy a pair of 50 or 60-ton 36-foot standard rail-road track scales; wants prices delivered and erected; second-hand if good condition guaranteed.

**Steel Wire and Rods.**—Gustafson Bros., Sequachee, Tenn., want steel spring wire one sixteenth to three-sixteenths inch diameter and drawn-steel rods for fulcrum pins from one-quarter to one inch.

**Telephone Equipment.**—The Home Telephone Co., 219 East Fayette street, Baltimore, Md., is experimenting with telephones and switchboards, and is ready for catalogues, prices, etc., or best and cheapest equipments for large cities.

**Water-wheel.**—Jno. Martin, Cleveland, Ga., will buy Leffel or Pelton wheel.

**Woodworking Machinery.**—The Villa Rica Lumber Co., Anniston, Ala., wants to buy a machine for bending wagon rims.

## TRADE NOTES.

A TELEPHONE exchange is being equipped at High Point, N. C., by the Southern Telephone Co., of Fayetteville, N. C.

W. J. FAUL, well-known in connection with the oil business, has removed his office to No. 133 Front street, New York, and established his factory at No. 8 Columbia Heights, Brooklyn, N. Y.

SMITH'S PATTERN WORKS, Akron, Ohio, have turned out a labor saving leather pattern fillet, which is rapidly coming into general use among pattern makers and machinists. It is destined to fill a long-felt want in this direction.

THE Memphis Car & Foundry Co., Memphis, Tenn., has lately contracted with the Davenport Syrup Refining Co., Davenport, Iowa, for a number of model tank cars. These cars are built to carry 60,000 pounds of syrup or molasses, and are modern cars in every respect.

THE success of the water-proof fabric made by the National Water Proof Fibre Co., No. 36 South street, New York, has secured for it a large number of orders. Recently it has been making estimates on a number of water-proof tents for one customer. It has also received orders from Baltimore and elsewhere.

THE Whitin Machine Co., of Whitinsville, Mass., and the Kitson Machine Co., of Lowell, Mass., two of the large manufacturers of textile machinery in New England, have created a general Southern agency with headquarters at Charlotte, N. C. These companies will be represented by the D. A. Tompkins Co.

THE announcement is made of the death of Mr. John I. Covington who was well-known as one of the most prominent underwriters of New York city, having his office at Nos. 113-115 Broadway. Mr. Charles L. Wise, who has been associated with Mr. Covington for a number of years, will succeed him in the business, with offices in the Stokes Building, No. 45 Cedar street.

THE Pettee Machine Works, Newton Upper Falls, Mass., has received the order from the F. W. Poe Manufacturing Co., Greenville, S. C., for revolving flat cards. Representatives of the McColly Manufacturing Co., of M. Coll, S. C., have been North placing their orders for machinery, and have ordered revolving flat cards, railway heads and drawing frames of the Pettee Machine Works.

EVERY boiler expert and engineer knows the damage caused by scale and corrosion. Any compound which will prevent this work is almost beyond price. The experts of the Pittsburgh Boiler Scale Resolvent Co., of Pittsburgh, Pa., have devoted years of study to this subject, and as a



result have produced a compound which they guarantee in every particular when used in accordance with directions given. It would pay every steam user to write it for particulars.

**FREDEN & Co.**, dealers in roofing, of Houston, Texas, write as follows: "Having decided to concentrate our entire business at Houston, we will not carry any stock in Fort Worth after May 1. As a result, our Houston stock will be even larger and more complete than ever, so that our customers' wants, whether large or small, can be supplied without delay. In fact, it is our intention to make a specialty of prompt shipment and quick delivery, and pay particular attention to open orders.

The Reliance safety water columns are having a remarkable sale in New England, and have in fact come into very general use. In many manufacturing centres like Fall River and New Bedford, for instance, probably 95 per cent. of the boilers are equipped with them. The Reliance Gage Co., of Cleveland, manufacturer of the columns, received orders for 116 columns during the month of April from consumers in New England, and many columns were of course sold by dealers in New York and Boston.

The Cortright Metal Roofing Co. has removed its main office and factory from Broad and Hamilton streets, Philadelphia, to a larger and more modern building located at Twenty-third and Filbert streets, where better manufacturing and shipping facilities are offered for supplying the increased demand for its metal slates, Victoria shingles, etc. Customers of the company and others interested in roofing material should note the change in address and send for the new 1895 catalogue. The Western office of the company will continue at 134 Van Buren street, Chicago, Ill.

The High Court of Appeals of London, England, has recently handed down a very important decision favoring what are known as the MacArthur-Forest patents on gold-mining apparatus, which are controlled by the Gold & Silver Extraction Co., of America, whose main office is located at Denver, Colo. These patents are far-reaching in extent, and the decision recently handed down is much broader in its grounds than the claim of the patents held in the United States. We understand that the Gold & Silver Extraction Co. is about to turn its attention to the South, where this apparatus will be put to practical use.

ATTENTION is called by H. William Dopp & Son, of Buffalo, N. Y., to recent imitations of its soapmakers' and butchers' machinery. This concern for a number of years has been occupying a leading position in this particular industry, and its machinery is specified by many practical and successful butchers and soapmakers as the standard of its class. The high standard of its machinery is widely acknowledged, and its reputation has been built up by the notable efficiency and superior merits of its products. While the copying Messrs. Dopp complain of is a source of annoyance, it is also a strong tribute to the good qualities of the machinery they are turning out, and the wide awake purchaser of machinery will not be likely to adopt a machine of such a character without close inspection and comparison. Messrs. Dopp claim durability, efficiency, economy and simple construction from high-grade materials and by skilled workmen.

RELATIVE to the value of electric fire-alarms, the Electrical Review says: "The complete destruction of the Crocker-Wheeler Electric Co.'s factory by fire, involving a loss of \$250,000, which in this case, fortunately, falls upon the insurance companies, is another instance of the inefficiency of a watchman for the protection of factory buildings, and again demonstrates the value of an automatic fire-alarm system which will bring the fire department promptly on the scene. The Automatic Fire Alarm Co. has made immense strides in the improvement of its systems during the past few years, and as its business has increased through the gradual appreciation of its merits, it has kept abreast of the requirements presented and meets them at every point. The insurance companies have not been slow to recognize the additional protection to themselves, as well as to the manufacturers, and have offered inducements in the shape of reduced premiums on plants so equipped."

The development of the electrical business in the South is well shown by the magnitude of the volume of trade in this industry. A late evidence of this is the reorganization of the Old Dominion Electrical Construction Co., of Richmond, Va., and the enlargement of its facilities for promptly handling contracts for electrical work. This move was made necessary by the expansion of the company's business. Besides additional conveniences the company now carries a largely increased stock and is fully prepared for all kinds of electrical construction. The officers of the company are: C. V. Bargamin, president; Edward H. Garcin, vice-president; Maurice Hunter, secretary; Frank Mosby, treasurer; Maurice W. Thomas, general manager. The directors are: C. V. Bargamin, of G. & A. Bargamin; E. H. Garcin, representing Tredegar

Iron Co.; John Murphy, proprietor Murphy's Hotel; Wirt E. Taylor, of Wirt E. Taylor & Co.; Jno. R. Williams, of Jno. R. Williams & Co.

## TRADE LITERATURE.

As might be expected, the latest catalogue of the B. F. Sturtevant Company, which treats of the upright automatic engines being turned out by this corporation, is very tasty in appearance and convenient in form. It contains a number of drawings of the engines, also illustrations which strikingly show their advantages.

THE title of the John Deere Plow Co., of Kansas City, Mo., is misleading, for in addition to making a standard grade of plow, this corporation also turns out many varieties of buggies, road wagons and other vehicles suited to city and country use. The more popular styles are illustrated and described in its latest catalogue.

You can put in your pocket the leaflet which the James L. Haven Co., elevator manufacturer of Cincinnati, has recently issued. Yet it contains a large amount of information and a number of very plain illustrations, showing the valuable features of its special kind of hoisting machine, which is designed for passengers and freight.

A VERY attractive pamphlet is that issued by the Morton Manufacturing Co., of Muskegon Heights, Mich., which, as readers of the MANUFACTURERS' RECORD well know, makes a specialty of portable and stationary key-seating and key-making machinery, planers, etc. A number of illustrations of their specialties are to be seen on its pages.

THE Cooper-Roberts Co., of Mt. Vernon, Ohio, builds what is known as the Cooper engine, which stands out boldly in blue letters on a gold background on the front page of its latest catalogue. Turning to the inside pages one finds excellent illustrations of the different parts of the engine and motors. The compact manner in which it is made, also several improvements, will commend themselves to practical machinists.

THE idea of portable culverts for highways and railroads is one which should attract the attention of railroad and road-builders at once. This idea has been carried into practical form by Mr. Wm. A. Nichols, whose office is in the Girard Building, Philadelphia, Pa. By use of his metallic culverts a large amount of masonry and other work is avoided, while it has a score of advantages which are detailed in the catalogue, which he will be pleased to send to all inquirers.

A VERY tastily-arranged and handsomely-bound little volume has been issued by the Campbell & Zell Co., of Baltimore, which is entitled "How to Generate Steam Economically." It is a book which should be in the library or in the office of every manufacturing concern having use for boilers, as it gives a large amount of valuable information. The illustrations are unusually good, and include views of the office and works of this company, which now has a reputation throughout the country for its boilers.

## Deer Park, on the Crest of the Alleghenies.

To those contemplating a trip to the mountains in search of health and pleasure, Deer Park, on the crest of the Alleghany mountains, 3000 feet above the sea-level, offers such varied attractions as a delightful atmosphere during both day and night, pure water, smooth, winding roads through the mountains and valleys, and the most picturesque scenery in the Alleghany range. The hotel is equipped with all adjuncts conducive to the entertainment, pleasure and comfort of its guests.

The surrounding grounds, as well as the hotel, are lighted with electricity. Six miles distant, on the same mountain summit, is Oakland, the twin resort of Deer Park, and equally as well equipped for the entertainment and accommodation of its patrons. Both hotels are upon the main line of the Baltimore & Ohio Railroad, and have the advantages of its splendid vestibuled limited express trains between the East and West. Season excursion tickets, good for return passage until October 31, will be placed on sale at greatly reduced rates at all principal ticket offices throughout the country. One-way tickets, reading from St. Louis, Louisville, Cincinnati, Columbus, Chicago, and any point on the B. & O. system to Washington, Baltimore, Philadelphia or New York, or vice versa, are good to stop off at either Deer Park, Mountain Lake Park or Oakland, and the time limit will be extended by agents at either resort upon application to cover the period of the holder's visit.

The season at these popular resorts commences June 22.

For all information as to hotel rates, rooms, etc., address George D. DeShields, manager, Deer Park or Oakland, Garrett county, Md.

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## An Attractive Southern Property.

The advertiser has for sale one of the most attractive properties in the South. It comprises 1300 acres, 450 being in cultivation and 700 in virgin pine forest. It has exceptionally good railroad facilities. The land will produce large crops of corn, cotton, tobacco and all ordinary crops, and is particularly well-suited to trucking and fruit-growing. In the centre of the property there is a beautiful clear lake covering 150 acres, which abounds in fish and is a favorite haunt of ducks and other waterfowl. It is admirably adapted to boating, bathing, etc. The land surrounding the lake is entirely free from swamp and marsh, and affords beautiful sites for residences. The forest and fields abound in all kinds of game. As a hunting preserve this place cannot be surpassed. It could be made one of the most delightful homes in the South. For a fine resort hotel no better place can be found in America. The locality is pre-eminently healthy. Price \$10,000. For particulars address B. S. C., care MANUFACTURERS' RECORD.

## Saturday and Sunday, May 25 and 26, Excursions to Washington via Pennsylvania Railroad.

On May 25 and 26 the Pennsylvania Railroad Co. will sell at all its Baltimore ticket offices excursion tickets to Washington and return, good on all regular trains in each direction and for return passage until Monday, May 27, inclusive, at the low rate of \$1.25 for the round trip. Numerous fast trains leave at convenient hours from Baltimore and Washington.

CHARLOTTE, N. C.—The Buford Hotel, Charlotte, N. C., has recently been remodeled and refitted, and is receiving a liberal share of patronage. The new proprietors, Messrs. Farintosh & Amer, are both experienced hotel men, and every department is in the hands of capable assistants.

**TREASURY DEPARTMENT.** Office of the Supervising Architect, Washington, D. C., May 14, 1895.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 13th day of June, 1895, and opened immediately thereafter, for all the labor and materials and fixing in place complete the low pressure, return circulation, steam heating and ventilating apparatus for the U. S. Postoffice building, Haverhill, Mass., in accordance with the drawings and specification, copies of which may be had at this office or the office of the Superintendent at Haverhill, Mass. Each bid must be accompanied by a certified check for a sum not less than 2 per cent. of the amount of the proposal. The right is reserved to reject any or all bids and to waive any defect or informality in any bid, should it be deemed in the interest of the Government to do so. All proposals received after the time stated for opening will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for the Heating Apparatus, etc., for the U. S. Postoffice at Haverhill, Mass., and addressed to WM. MARTIN AIKEN, Supervising Architect.

**TREASURY DEPARTMENT.** Office of the Supervising Architect, Washington, D. C., May 15, 1895.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 14th day of June, 1895, and opened immediately thereafter, for all the labor and materials required for the stone and brick work of the second, third and fourth stories and tower, floor and ceiling construction above second floor, roof construction, roof covering, etc., for the U. S. Post Office building, Richmond, Ky., in accordance with the drawings and specification, copies of which may be had at this office or at the office of the Superintendent at Richmond, Ky. Each bid must be accompanied by a certified check for a sum not less than 2 per cent. of the amount of the proposal. The right is reserved to reject any or all bids, and to waive any defect or informality in any bid, should it be deemed in the interest of the Government to do so. All proposals received after the time stated for opening will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked "Proposal for Stone and Brick Work, etc., for the U. S. Post Office Building at Richmond, Ky.," and addressed to WM. MARTIN AIKEN, Supervising Architect.

## EXTENSION OF WATER MAINS.

BRENNHAM, TEXAS, May 8, 1895. Sealed bids will be received and opened by the City Council of the City of Brenham, on the 27th day of May, 1895 (Monday), at 4 o'clock P. M., for furnishing the said City of Brenham, Texas, with the following materials for the extension of water mains: 1780 feet of 6-in. cast iron water pipe, standard weight; 700 feet of 4-in. cast iron water pipe, standard weight; 18 (crosses) one 6x6x4, one 4x4x4; 18 (tees) nine 6x6x4, one 6x4x4, one 8x8x6 fourteen 4x4x4; one angle T 8x8x4; one L (elbow) 4x4; two 6-in. angles 15 degrees; lead 4282 lbs.; varn. 353½ lbs.; two 6-in. water gates; 11 iron water gate boxes with lids; nine 4 in. water plug tops; seven 4 in. expansion joints; ten 2-way fire hydrants, 4 in. Above goods to be delivered in Brenham f. o. b. and to be paid for as follows: One-half cash on delivery in Brenham of the material. Balance to be paid when material has been delivered and satisfactorily tested. The City Council reserves the right to reject any and all bids. Sealed bids will be opened Monday, May 27, 1895, at 4 o'clock P. M. The successful bidder will be required to give security to guarantee the delivery of said material in the City of Brenham by the 27th day of June, 1895. If any further information is desired by bidders, correspond with J. A. WILKINS, Mayor of Brenham, Texas.

## PUBLIC SALE OF OLD MATERIAL AT

## THE NAVAL ACADEMY, ANNAPOLIS, MD.—NAVY DEPARTMENT, WASHINGTON, D. C.

In accordance with the provisions of the second section of the act of Congress, approved August 5th, 1882, Statutes at Large, vol. 22, page 26, and the Act making appropriations for the naval service for the fiscal year ending June 30, 1891, and for other purposes, approved June 30, 1891, there will be sold at the Naval Academy, Annapolis, Md., May 30, 1895, certain materials belonging to the Navy, condemned as unfit for use therein, consisting of scrap iron, brass, composition, old rope, iron bedsteads, hand engine, boilers, old cannon, gun carriages, shell, gas time, coal tar, etc. The sale will be for cash to the highest bidder by sealed proposals for the purchase of the articles and material. Schedules containing forms of proposals for bidders may be obtained on application at the office of the General Storekeeper, Naval Academy, Annapolis, Md. The proposals must be made in duplicate, enclosed in an envelope endorsed "Proposal for purchase of condemned stores at the Naval Academy, Annapolis, Md., to be opened May 30, 1895," and addressed to the Paymaster at the Naval Academy, Annapolis, Md. Proposals must reach the office of the Paymaster of the Naval Academy not later than 12 o'clock noon, on the above date, when bids will be publicly opened. A deposit of twenty per cent. on the total amount of each bid must accompany it as security for the payment of the balance and the removal of the articles within twenty days after the acceptance of the bid. This deposit will be forfeited to the United States in event of failure to pay such balance and make the removal within the time stated. A deposit of the full amount of bids of \$50 or less shall be required. The material and articles will be sold as they lie, and must be removed during five hours without expense to the Government. The right to reject any or all bids is reserved. H. A. HERBERT, Secretary of the Navy.



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